

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - November 1, 2006- 3:30 P.M.
State Administrative Board Meeting - November 8, 2006 - 11:00 A.M.

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

MINERAL LEASES

ONE DIRECT NONMETALLIC SAND AND GRAVEL LEASE - DEVELOPMENT: Mackinac County Road Commission of St. Ignace, Michigan, State-owned surface and mineral rights, 40 acres, more or less, Section 5, T42N, R01E, Clark Township, Mackinac County.

Terms: Seven (7) year term with a possible three (3) year extension, if in the best interest of the State. Royalty rates of \$0.228 per ton royalty for sand and \$0.471 per ton royalty on gravel.

The Chief of Forest Mineral and Fire Management approved this item on October 9, 2006. The form of legal documents involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: November 1, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: November 8, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

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SUBCONTRACTS

1.	Associated Constructors, LLC	Low Bid:	\$ 87,593.90
	P.O. Box 970	Extras + Overruns:	\$ 9,444.92
	Marquette, MI 49855	Engineer's Estimate:	\$106,764.80
		Over/Under:	-9.1%

Description of Work: Improvement to Pedestrian Access

Approval is requested to authorize the City of Negaunee to award extra monies for extras and overruns for a retaining wall replacement and pedestrian access improvement project along business route 28 in the city of Negaunee. The original subcontract for \$87,593.90 was approved by the State Administrative Board at its April 4, 2006, meeting. While old sidewalk was being removed during the excavation phase of the project, an unmarked water storage tank drain line was unearthed and damaged. In another area, shallow footings were found that interfered with the placement of new block wall. The extra materials and labor required to complete the project resulted in an overrun of \$9,444.92. The original project was advertised and competitively bid. Three bids were received, and the low bidder was selected. The work for this subcontract was completed on August 3, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/ Business Case: To obtain approval for extras and overruns for the replacement of the retaining wall and the construction of a pedestrian walkway along business route 28 in the city of Negaunee.

Benefit: Public access and safety improvements.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of SAB Resolution (2005-2).

Risk Assessment: These are safety improvements to improve pedestrian access.

Cost Reduction: Project advertised, and lowest bidder selected.
Selection: Low bid.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 49855.

2.	Northern Construction Services Corporation P.O. Box 1299 Niles, MI 49120	Low Bid:	\$75,775.50
		Overrun:	\$35,000.00
		Engineer's Estimate:	\$95,761.50
		Over/Under:	+15.7%

Description of Work: Reconstruction of Left-Turn Lanes

Approval is requested to authorize the Berrien County Road Commission to award extra monies for the completion of the US-12 project in Berrien County. The original subcontract for \$75,775.50 was approved by the State Administrative Board (SAB) at its September 5, 2006, meeting. After construction began, it was discovered that the base material was unsuitable and did not meet MDOT standards; additional lane ties, pavement removal, extra concrete pavement, and a new sewer pipe were needed. The extra materials and labor required to complete the project resulted in an overrun of \$35,000. The original project was advertised and competitively bid. Three bids were received; the low bidder was selected. The work for this subcontract was completed on September 29, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/ Business Case: To obtain approval for extras and overruns for the reconstruction of the left-turn lanes on US-12 at 3rd Street in Berrien County.

Benefit: Will provide for a reduction in annual maintenance costs and a safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the SAB pursuant to the requirements of the SAB resolution.

Risk Assessment: The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49120.

3.	Urettek, USA 13900 Humble Road P.O. Box 1929 Tomball, TX 77377	Low Bid:	\$259,900
		Extras:	\$ 11,665

Description of Work: Culvert Repair

Retroactive approval is requested for additional maintenance services of \$259,900 contracted in calendar year 2006 by the Berrien County Road Commission for the stabilization of the Tanner Creek Culvert and the filling of voids surrounding the culvert in Berrien County. After the work began, it was determined that the voids were larger than estimated and additional epoxy material was needed, resulting in additional costs of \$11,665, for a total subcontract amount of \$271,565. Phase 1 of the work was completed on September 14, 2006. The project was advertised, and one bid was received. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To stabilize the Tanner Creek Culvert and fill voids surrounding the culvert in Berrien County. Phase 2 will be to reline the pipe to provide structural stability to the rusting corrugated metal culvert.

Benefit: Will provide for a reduction in annual maintenance costs and a safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The culvert was in need of repair to prevent the road from sinking. Further deterioration of the pavement surface would increase the annual maintenance costs.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 77377.

4. **Mackinac Island Service Company** **Low Bid:** **\$607,231.00**
P.O. Box 1470
Mackinac Island, MI 49757

Description of Work: Sweeping and Flushing

Approval is requested to authorize the City of Mackinac Island to award a five-year subcontract for sweeping and flushing services on a portion of M-185 from Mission Point Resort to the end of the boardwalk on Mackinac Island, Mackinac County. The project was advertised; due to the uniqueness of this project, only one bid was received, and an engineer's estimate was not completed. The subcontract will be in effect from the date of award through September 30, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for sweeping and flushing and removal of horse manure on M-185 in the city of Mackinac Island. This work provides for daily flushing and sweeping with horse-drawn and manual equipment, as motor vehicles are not allowed on the island.

Benefit: Will provide a safer and cleaner environment.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the work is not performed, horse manure will accumulate on the state trunkline which will result in unsafe and unsanitary conditions.

Cost Reduction: The project was competitively bid and advertised; the only bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49757.

CONTRACTS

5. HIGHWAYS (Real Estate) – Resolution “A” (Transfer to Governmental Agency for Transportation Use)

Tract 1085, Control Section 50014, Parcel 731, Part B, Parcel 731A, Part B

The subject tract is located in the city of Sterling Heights, Macomb County, Michigan, and contains approximately 0.64 acres. The City of Sterling Heights indicated that this property was needed for a public road. The transfer of property to a governmental agency for transportation purposes requires a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on July 21, 2006. The City of Sterling Heights submitted an Application to Purchase and Agreement of Sale. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

\$1.00

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property used for transportation purpose is transferred to state agencies and local units of government at no cost with a permanent reverter.

Risk Assessment: If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48311.

6. HIGHWAYS (Real Estate) – Resolution “B” (Excess Property Easement)

Tract 1053, Control Section 41131, Parcel C-1034, Part B, Parcel 1037, Part B

The subject tract is located in the township of Byron, Kent County, Michigan, and contains approximately 0.919 acres. The subject tract was previously part of the right-of-way for a former rest area. The rest area has been removed, and MDOT is in the process of selling the excess property. Byron Township and Gaines Township have a water main on the excess property MDOT is intending to sell. The utility was allowed to be placed there by MDOT permit. MDOT is required to grant an easement for the utilities based on Act 12 of 1925, which states that MDOT must protect a utility's rights when selling property. The easement is being transferred jointly to Byron Township and Gaines Township. The transaction was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Real Estate Division, on September 27, 2006. The tract was not offered to the local municipalities because it is an easement. The tract was determined to be excess by the Bureau of Highways - Development.

\$0

* Denotes a non-standard contract/amendment

Purpose/Business Case: The purpose of granting an easement on excess property is to allow state agencies, local units of government or private parties the use of our property while we maintain the integrity of our infrastructure.

Benefit: MDOT benefits by allowing the use of a portion of our excess property without affecting the functionality of our infrastructure.

Funding Source: N/A – revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: Easements are utilized in those situations where MDOT would like to retain fee ownership, while addressing a specific real estate need.

Cost Reduction: The state does not accept less than fair market value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49316.

7. HIGHWAYS (Real Estate) – Resolution “C” (Sale to Abutting Owner)
Tract 926, Control Section 70041, Parcel 411, Part A

The subject tract is located in the city of Allendale, Ottawa County, Michigan, and contains approximately 8,958 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Dave Thomas, Grand Region Property Analyst, on July 31, 2006, at \$12,500. The appraised tract was approved for sale by Peter Loftis, Grand Region Real Estate Agent, on July 31, 2006, for the amount of \$12,500. The sole abutting owner, Allendale Public Schools, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$12,500, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

\$12,500

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49401.

8. HIGHWAYS (Real Estate) – Resolution “D” (Sale to Abutting Owner)

Tract 967, Control Section 41131, Parcel 157, Part A, Parcel 1032, Part A, Parcel 1033, Part A, Parcel 1034, Part A, Parcel 1036, Part A, Parcel 1037, Part A

The subject tract is located in the township of Byron, Kent County, Michigan, and contains approximately 8.634 acres. The tract is landlocked, and there are two abutting owners. The highest and best use is assemblage with the abutting land. The tract was appraised by Jeff Genzink, Genzink Appraisal Company, on November 21, 2005, at \$120,000. An appraisal review was completed by Doug Bixby, Staff Appraiser, Project Delivery Section, Real Estate Division, on May 22, 2006. The appraised tract was approved for sale by Peter Loftis, Grand Region Real Estate Agent, on October 3, 2006, for the amount of \$120,000. Gainey Realty and Investment Corporation, one of the abutting owners, has obtained a Waiver Statement from the other abutting owner stating that the other owner has no interest in purchasing the subject tract. Gainey Realty and Investment Corporation has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$24,000, which represents a 20 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

\$120,000

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49315.

9. HIGHWAYS (Real Estate) – Resolution “E” (Excess Property Exchange)
Tract 989, Control Section 41064, Parcel 263, Part A, Parcel 265, Part A

The subject tract is located in the township of Byron, Kent County, Michigan, and contains approximately 2.143 acres. During the M-6 project, MDOT relocated existing 64th Street to accommodate the M-6 freeway construction. The developer, W6 Land Development, LLC, is currently constructing a medical office development along relocated 64th Street and has requested that relocated 64th Street be moved further to the north to maximize the building potential. The Kent County Road Commission (KCRC) and MDOT have agreed to the relocation plan, with the developer absorbing the full cost of the project. The agreement is for MDOT to convey the subject tract to W6 Land Development, LLC, in exchange for W6 Land Development, LLC, conveying property to the north to MDOT to accommodate the new relocated 64th Street. The developer will also convey limited access rights along Wilson Avenue, which fronts the parcel the developer will convey to MDOT. This will extend the existing limited access line to a point consistent with the secondary relocation of 64th Street. The property to be conveyed to MDOT is located in the township of Byron, Kent County, Michigan, and contains approximately 2.216 acres. The square footage is slightly in MDOT's favor, and with the additional limited access rights acquired by MDOT, this transaction is in the best interest of MDOT and the KCRC. The transaction was approved for exchange by Peter Loftis, Grand Region Real Estate Agent, on July 19, 2006, for an even exchange. The tract was not offered to the local municipalities because it is part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

Mutual Exchange

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49315.

10. *AERONAUTICS AND FREIGHT (Aeronautics) - Airport Operation

Memorandum of Understanding (MOU) (2007-0310) between MDOT and the Mackinac Island State Park Commission will provide funding to support airport operations at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through September 30, 2007. The MOU amount will be \$35,000. Source of Funds: State Restricted Aeronautics Funds - \$35,000.

Purpose/Business Case: To provide funding to keep the Mackinac Island Airport open and operating due to a significant decline in airport operating revenue.

Benefit: The only reliable access to Mackinac Island during the winter months is by air. Keeping the airport open and operating is critical to the full-time residents of Mackinac Island.

Funding Source: 100% State Restricted Aeronautics Funds.

* Denotes a non-standard contract/amendment

Commitment Level: This is for a fixed cost.

Risk Assessment: If the contract is not awarded, the operation of the airport could be threatened, as the Mackinac Island State Park Commission cannot afford the operating costs without state participation.

Cost Reduction: The funding was negotiated based on operational need and reviewed by MDOT personnel for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: The funding will supplement the amount the airport pays for operating expenses, such as plowing, utilities, building and grounds maintenance, supplies, and insurance.

Zip Code: 49757.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction Engineering Services

Contract (2007-0316) between MDOT and the City of Ann Arbor will provide federal and state grant funds for design and construction engineering services for a building to store snow removal equipment (SRE) at the Ann Arbor Municipal Airport in Ann Arbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$90,000. Source of Funds: FAA Funds (via block grant) - \$72,000; State Restricted Aeronautics Funds - \$15,750; City of Ann Arbor Funds - \$2,250.

Purpose/Business Case: To provide for the development of engineering plans and construction administration for the construction of a building to store the airport's SRE.

Benefit: Will provide a design that meets all federal and state safety and airport design standards. The building will provide a facility for storing and maintaining the airport's equipment, in accordance with FAA standards.

Funding Source: FAA Funds (via block grant) - \$72,000; State Restricted Aeronautics Funds - \$15,750; City of Ann Arbor Funds - \$2,250; Contract Total - \$90,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48108.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2007-0317) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for phase 1 design engineering services for the shifting and extension of the runway and taxiway and for runway safety area improvements at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$310,000. Source of Funds: FAA Funds (via block grant) - \$248,000; State Restricted Aeronautics Funds - \$54,250; SMRAA Funds - \$7,750.

Purpose/Business Case: To provide for the development of engineering plans for the shifting and extension of the runway and taxiway and for runway safety area improvements (phase 1).

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$248,000; State Restricted Aeronautics Funds - \$54,250; SMRAA Funds - \$7,750; Contract Total - \$310,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49022.

13. *AERONAUTICS AND FREIGHT (Aeronautics) - – Reverter Clause Release

Memorandum of Agreement (MOA) (2007-0320) between MDOT and the Clare County Board of Commissioners will provide for MDOT to release Clare County from a reverter clause specifying that the property must be used for aeronautical purposes that MDOT placed on a portion of airport property at the Clare County Airport in Harrison, Michigan. This will allow Clare County to sell the property at fair market value and to reimburse MDOT all proceeds from the sale over a ten-year period or to invest an equal amount in airport improvement projects. The MOA will be in effect from the date of award through ten years. This is a zero dollar MOA.

Purpose/Business Case: To provide Clare County with release from the reverter that MDOT placed on the airport property. In 1948, MDOT deeded the property to Clare County with a reverter clause stipulating that the property would be used for aeronautical purposes. The County wishes to sell a portion of the property at fair market value. MDOT has determined that the portion of the property to be sold is no longer needed for aeronautical purposes. The county will reimburse MDOT all proceeds from the sale over a ten-year period or will invest an equal amount in airport improvement projects for the Clare County Airport.

Benefit: The sale of the airport property will provide economic benefits to the community through airport improvement projects and expanding businesses.

Funding Source: This is a zero dollar MOA. However, proceeds from the sale of the property will be invested in the airport or reimbursed to MDOT.

Commitment Level: The County will establish fair market value by obtaining an appraisal that will be approved by both MDOT and the County.

Risk Assessment: If this MOA is not approved, related economic benefits to the community will not be realized.

Cost Reduction: There will be no cost to MDOT.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48625.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Equipment and Construction of Building

Contract (2007-0323) between MDOT and Marlette Township will provide federal and state grant funds for the purchase of snow removal equipment and the construction of a building to store the equipment at the Marlette Township Airport in Marlette, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$180,000. Source of Funds: FAA Funds (via block grant) - \$144,000; State Restricted Aeronautics Funds - \$31,500; Marlette Township Funds - \$4,500.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for the purchase of snow removal equipment and the construction of a building to store the equipment.

Benefit: Will allow the airport to remove snow efficiently and to remain open regardless of the season. The building will provide a facility to store and maintain the airport's equipment, in accordance with FAA standards.

Funding Source: FAA Funds (via block grant) - \$144,000; State Restricted Aeronautics Funds - \$31,500; Marlette Township Funds - \$4,500; Contract Total - \$180,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: The project will replace existing worn-out equipment. The construction of the storage building is new work. The percentage of new work is 28 percent.

Zip Code: 48453.

15. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0330) between MDOT and the City of Niles will provide federal and state grant funds for the land acquisition costs for parcels E10 and E15 at the Jerry Tyler Memorial Airport in Niles, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$36,000. Source of Funds: FAA Funds (via block grant) - \$28,800; State Restricted Aeronautics Funds - \$6,300; City of Niles Funds - \$900.

Purpose/Business Case: To provide for the land acquisition costs for parcels E10 and E15. The costs will include title searches, preliminary interviews, appraisal and appraisal reviews, negotiations, property surveys, Exhibit X drawings, and update of the Exhibit A property map of the entire airport.

Benefit: By acquiring the properties, the airport will ensure clear approaches, as well as maintaining safety by controlling obstructions on the properties.

Funding Source: FAA Funds (via block grant) - \$28,800; State Restricted Aeronautics Funds - \$6,300; City of Niles Funds - \$900; Contract Total - \$36,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 49120.

16. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (37009-88865) under Master Agreement (94-0804), dated July 28, 1994, between MDOT and the Tuscola & Saginaw Bay Railway Company, Inc. (TSB), will provide funding for the replacement of the existing passive warning devices with new side-of-street flashers, half-roadway gates, and appropriate circuitry at TSB's grade crossing of Weidman Road in Isabella County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Isabella County Road Commission and approved on September 20, 2006. The project cost is estimated at \$122,714.99. Source of Funds: Federal Highway Administration (FHWA) Funds - \$73,629; FY 2007 State Restricted Trunkline Funds - \$49,085.99.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of TSB with Weidman Road in Isabella County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FY 2007 State Restricted Trunkline Funds - \$49,085.99; FHWA Funds - \$73,629.

Commitment Level: The contract cost is based on TSB's detailed estimate and will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with passive crossbuck signs. The installation of active warning devices will reduce motorist exposure to risk by 89 percent.

Cost Reduction: The work will be performed by TSB on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of TSB and the Isabella County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48878.

17. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (76003-88866) under Master Agreement (94-0804), dated July 28, 1994, between MDOT and the Tuscola & Saginaw Bay Railway Company, Inc. (TSB), will provide funding for the installation of new side-of-street flashers, half-roadway gates, one cantilever, and appropriate activation circuitry at TSB's grade crossing of Miller Road in Shiawassee County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Shiawassee County Road Commission and approved on September 21, 2006. The project cost is estimated at \$148,381.32. Source of Funds: Federal Highway Administration (FHWA) Funds - \$89,028.79; FY 2007 State Restricted Trunkline Funds - \$59,352.53.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, half-roadway gates, one cantilever, and appropriate activation circuitry at the existing grade crossing of TSB with Miller Road in Shiawassee County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of the new active warning devices was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FY 2007 State Restricted Trunkline Funds - \$59,352.53; FHWA Funds - \$89,028.79.

Commitment Level: The contract cost is based on TSB's detailed estimate and will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with a passive crossbuck and stop signs. The installation of active warning devices will reduce motorist exposure to risk by 92 percent.

Cost Reduction: The work will be performed by TSB on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of TSB and the Shiawassee County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48867.

18. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (76066-88867) under Master Agreement (94-0804), dated July 28, 1994, between MDOT and Tuscola & Saginaw Bay Railway Company, Inc. (TSB), will provide funding for the installation of new side-of-street flashers, half-roadway gates, a sidelight, and appropriate activation circuitry at TSB's grade crossing of South Cedar Street in Owosso, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Owosso and approved on October 13, 2006. The project cost is estimated at \$126,282.91. Source of Funds: Federal Highway Administration (FHWA) Funds - \$75,769.75; FY 2007 State Restricted Trunkline Funds - \$50,513.16.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, half-roadway gates, a sidelight, and appropriate activation circuitry at the existing grade crossing of TSB with South Cedar Street in Owosso, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of the new active warning devices was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$75,769.75; FY 2007 State Restricted Trunkline Funds - \$50,513.16.

Commitment Level: The contract cost is based on TSB's detailed estimate and will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with passive crossbuck signs. The installation of active warning devices will reduce motorist exposure to risk by 89 percent.

Cost Reduction: The work will be performed by TSB on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of TSB and the City of Owosso.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48867.

19. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (19015-88864) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the replacement of the existing passive warning devices with new side-of-street flashers, a cantilever, half-roadway gates, and appropriate circuitry at CSX's grade crossing of Wacousta Road in Clinton County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Clinton County Road Commission and approved on September 20, 2006. The project cost is estimated at \$200,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$120,000; FY 2007 State Restricted Trunkline Funds - \$80,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, a cantilever, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of CSX with Wacousta Road in Clinton County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new side-of-street flashers, cantilever, half-roadway gates, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FY 2007 State Restricted Trunkline Funds - \$80,000; FHWA Funds - \$120,000.

Commitment Level: The contract cost is based on CSX's field estimate and will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with a passive crossbuck and stop signs. The installation of active warning devices will reduce motorist exposure to risk by 89 percent.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Clinton County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48837.

20. *AERONAUTICS AND FREIGHT (Freight) - Operation Lifesaver

Retroactive Contract (2007-0311) between MDOT and the Michigan Railroads Association (MRA) will provide state funds to support the Michigan Operation Lifesaver program, which is a national, nonprofit education and awareness program dedicated to preventing tragic collisions, fatalities, and injuries at highway-rail grade crossings and on railroad rights-of-way. To accomplish its mission, Operation Lifesaver promotes education (increasing public awareness about dangers around railroads and providing numerous training sessions for citizens, law enforcement, and schools, including bus drivers), enforcement, and engineering to improve the safety of railroad crossings. The contract is retroactive as MDOT was not informed until late summer that there was a possibility that the MRA would no longer provide administrative management and oversight for the program. That situation was resolved in September and the contract process was initiated at that point. Retroactive approval is necessary so that educational programs already scheduled for October and November will be able to take place. The contract will be in effect from October 1, 2006, through September 30, 2008. The contract amount will be \$114,500. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$114,500.

Purpose/Business Case: To provide funds to support the Operation Lifesaver program.

Benefit: The program provides education and awareness programs dedicated to preventing tragic collisions, fatalities, and injuries at highway-rail grade crossings and on railroad rights-of-way.

Funding Source: FY 2007 State Restricted Comprehensive Transportation Funds - \$114,500.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: Not supporting the Operation Lifesaver Program would result in less or no education to the citizens of Michigan on railroad crossing and trespassing safety issues. The effect could be an increase in injuries and fatalities at railroad crossings and railroad rights-of-way.

Cost Reduction: Several Operation Lifesaver members and trainers donate their time to accomplish the goals of the program.

Selection: N/A.

New Project Identification: This contract will continue the educational efforts of previous years.

Zip Code: 48933.

21. AERONAUTICS AND FREIGHT (Freight) - Railroad Grade Crossing Closure

Contract (2007-0313) between MDOT and the Washtenaw County Road Commission will provide a lump sum incentive payment in exchange for the road commission's action to close Old Dixboro Road at its grade crossing with the Norfolk Southern Railway Company tracks in Washtenaw County. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$100,000. Source of Funds: FY 2007 State Restricted Trunkline Funds - \$100,000.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f) provides for cash incentive payments to local road jurisdictions.

Benefit: The road closure is being undertaken by the Washtenaw County Road Commission for the sole purpose of enhancing motorist safety. Closing Old Dixboro Road at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes.

Funding Source: The cash incentive payment for these closures comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2007 State Restricted Trunkline Funds - \$100,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: The availability of this state incentive payment was critical to the Washtenaw County Road Commission's decision to close the road.

Cost Reduction: The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is a cash incentive payment to close the road at an existing grade crossing.

Zip Code: 48103.

22. *FINANCE & ADMINISTRATION - Welcome Center Operations

Retroactive Memorandum of Understanding (MOU) (2007-0314) between MDOT and the Michigan Economic Development Corporation (MEDC) will provide for MEDC to administer the daily operations of the Michigan Welcome Centers for FY 2007 (37 days retroactive). MDOT will retain control of the welcome centers and will determine policy and the services provided. Upon award, the MOU will be in effect from October 1, 2006, through September 30, 2007. This MOU is retroactive because negotiations between MDOT and MEDC took longer than anticipated. The MOU amount will be \$4,609,100. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for MEDC to administer the travel information program in MDOT's 14 welcome centers. MDOT and MEDC have agreed to work together on the delivery of travel information services to travelers and the integration of these services into an effective state tourism promotional effort.

Benefit: MEDC, through its Travel Michigan Program, works closely with the tourism industry to determine effective ways of marketing Michigan as a vacation destination. MEDC's understanding of the state's tourism industry and marketing efforts will enhance the travel information program in the welcome centers.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The MOU amount is based on cost estimates.

Risk Assessment: Not providing travel information at MDOT's welcome centers could negatively impact the state's tourism industry.

Cost Reduction: The MOU will be based on actual costs incurred up to the maximum contract amount.

Selection: N/A.

New Project Identification: This MOU will provide for the continuation of an existing program.

Zip Code: 48909.

23. HIGHWAYS – Railroad Force Account Work

Master Agreement (79-0568) between MDOT and National Railroad Passenger Corporation (Amtrak), dated June 6, 1979, provides for improvements under job number 88727 to crossings of Amtrak in the southwest region of Michigan through Calhoun, Kalamazoo, Van Buren, Cass, and Berrien Counties. The improvements include the upgrading of the existing warning flashers to light-emitting diode (LED) technology at 68 crossings throughout Amtrak's high speed rail corridor.

Estimated Funds:

Federal Highway Administration Funds	<u>\$241,106</u>
Total Funds	<u>\$241,106</u>

STRG 84900 - 88727

Railroad Force Account Work

Purpose/Business Case: To upgrade a portion of high speed rail corridor to the highest level of warning technology in the interest of safety.

Benefit: Increased safety by upgrading existing flashers to current technology.

Funding Source: Federal Highway Administration Funds.

Commitment Level: 100% federal; based on estimate.

Risk Assessment: Lower level of warning device visibility in a high speed train environment.

Cost Reduction: A corridor based approach rather than individual crossing(s) for economies of scale.

Selection: N/A.

New Project Identification: Upgrade of existing railroad crossing warning flashers.

Zip Code: 48909.

24. HIGHWAYS - IDS Engineering Services

Retroactive Authorization Revision (Z15/R4) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will increase the services, will increase the authorization amount by \$14,994.58, and will extend the authorization term by one year (59 days retroactive). The additional services include new electrical service coordination and changes in electrical service design and location requested by the local utility company. The additional time will allow the consultant to complete final design plans that will include the necessary changes to the electrical power services, update and revise wiring diagrams and quantity estimates, and provide consultant design support services through the pre-construction meeting and design project closeout. It is essential that the changes be made so that the bid letting package can be completed in time for the construction project to be let on February 2, 2007. The original authorization, which expired on September 10, 2006, provided for Intelligent Transportation System (ITS) services to be performed on I-94 from Wyoming Avenue easterly to I-96 in the cities of Detroit and Dearborn, Wayne County (CS 84917 – JN 59195C). The revised authorization term will be December 18, 2003, through September 9, 2007. The revised authorization amount will be \$336,976.62. The contract term is September 10, 2003, through September 9, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This revision is retroactive because the MDOT project manager failed to request a time extension until after the authorization had expired. The consultant was instructed not to work on the project after September 10, 2006, until the authorization revision is awarded.

Purpose/Business Case: To increase the services, increase the authorization amount by \$14,994.58, and extend the authorization term by one year (59 days retroactive).

Benefit: Will allow the design of the new ITS communications architecture on this segment of I-94 in Wayne County to be completed. This will assist in reducing congestion, accidents, and air pollution and will enhance incident response efforts by MDOT, the Michigan State Police, and local police, fire, and emergency medical services. The design work is coordinated with the work to be accomplished as part of the Ambassador Gateway project and ties into work completed in the last two years at the I-96 and I-94 interchange area in Detroit.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to complete the design plans will result in a delay in the construction letting and integration of the ITS devices that are part of the adjacent construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48075.

25. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0718/A1) between MDOT and Tetra Tech of Michigan, PC, will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete ongoing work under authorizations (Z7) and (Z8), for which additional time is needed due to delays of the original project completion and letting caused by changes in the Traffic and Safety Program and by right-of-way (ROW) impacts that were not anticipated in the original scope. Authorization (Z7) provides for the performance of design services for the creation of a series of channelizing islands at the intersection of M-1 (Woodward Avenue) and Lincoln Avenue in the city of Birmingham, Oakland County. Authorization (Z8) provides for the performance of design services for the extension of the existing right-turn lanes on US-24 (Dixie Highway) at Telegraph Road in Waterford Township, Oakland County. The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be December 16, 2003, through December 16, 2008. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete ongoing work under authorizations (Z7) and (Z8). No new authorizations will be issued under this contract.

Benefit: Will provide sufficient time for the consultant to complete ongoing work under authorizations (Z7) and (Z8), for which additional time is needed due to delays of the original project completion and letting, caused by changes in the Traffic and Safety Program and by ROW impacts that were not anticipated in the original scope.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the consultant will not be able to complete work under authorizations (Z7) and (Z8).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

26. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z13/R2) under Contract (2005-0026) between MDOT and URS Corporation Great Lakes will provide for additional design services and will increase the contract amount by \$24,638.57. The additional services will include designing temporary traffic signals for maintaining traffic for detour routes. The original authorization provides for maintaining traffic for the construction of a combination five-lane/four-lane boulevard along M-59 between I-96 and Michigan Avenue in Howell Township, city of Howell, Livingston County (CS 47082 - JN 48762C). The authorization term remains unchanged, June 9, 2005, through December 20, 2007. The revised authorization amount will be \$241,850.09. The contract term is December 20, 2004, through December 20, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional design services to include designing temporary traffic signals for maintaining traffic.

Benefit: Increased safety and capacity for motorists. Will provide for a better traffic flow and reduce traffic back-ups and delays.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not approving this service could result in traffic flow deterioration, safety concerns, and increased delays.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48843.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z23) under Contract (2005-0114) between MDOT and Tetra Tech of Michigan, PC, will provide for engineering assistance services to be performed for the collection of bridge underclearance measurements for bridges within the Metro Region in Wayne, Oakland, Macomb, and St. Clair Counties. The work items will include measuring minimum bridge underclearance using MDOT's high speed bridge underclearance measurement system and updating the records. The authorization will be in effect from the date of award through March 16, 2008. The authorization amount will be \$131,435.04. The contract term is March 16, 2005, through March 16, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for engineering assistance services to be performed for the collection of bridge underclearance measurements within the Metro Region in Wayne, Oakland, Macomb, and St. Clair Counties. The work item will include measuring minimum bridge underclearance using MDOT's high speed bridge underclearance measurement system and updating the records.

Benefit: Will provide for accurate measurements. This high speed method is much safer than conventional method.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the bridge underclearance measurements may be taken using a less accurate (and more expensive) method. If MDOT does not update the bridge underclearance signs on the bridges, the bridges could be at risk of being hit by overload trucks.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

28. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z8/R1) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of additional design engineering services and will increase the authorization amount by \$73,859.12. Additional services are needed for the design of junction chambers, the final alignment of M-13, geotechnical work for traffic signals, and preliminary and final plan development in accordance with the findings for sewer separation, alignment, and geometry. The original authorization provides for design construction engineering services to be performed for the total reconstruction of M-13 from Hass Avenue to Court Street/Ezra Rust Avenue north of M-46 in the city of Saginaw, Saginaw County (CS 73051 – JN 45909C). The authorization term remains unchanged, November 4, 2005, through April 5, 2008. The revised authorization amount will be \$362,454.49. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design engineering services and increase the authorization amount by \$73,859.12.

Benefit: Will provide the corridor with modernized signal that will improve traffic operations and improve safety for the motorists.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, improper drainage in the project area could create voids under the road, the infrastructure could continue to deteriorate, and repair costs could be higher.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48605.

29. *HIGHWAYS – Novate, Change Payment Basis, and Extend Term

Retroactive Amendatory Contract (2005-0220/A1) between MDOT, Altarum Institute, and Michigan Technological University (MTU) will provide for the reassignment of contract responsibilities and equipment from Altarum Institute to MTU, will change the basis of payment effective September 29, 2006, and will extend the contract term by approximately four months. Altarum Institute's Environmental and Emerging Technologies Division has been acquired by MTU. The basis of payment will change from actual cost plus fixed fee to actual cost, as is required of contracts with universities. The additional time is needed because the acquisition of this division of Altarum by MTU will require additional time for the completion of paperwork and the addressing of contract requirements and because the collection of flight data was delayed. The original contract provides for the performance of a study of the applications of restricted use technology for the transportation sector, including (1) an investigation of the uses of restricted use technology and data to help solve transportation-related issues and (2) the conversion of secured data resources into an unsecured usable format to be applied against eight transportation topic areas. The revised contract term will be July 25, 2005, through May 31, 2007. The contract amount remains unchanged at \$2,500,045. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the reassignment of contract responsibilities and equipment from Altarum Institute to MTU, to change the basis of payment to actual cost, and to extend the contract term by approximately four months.

Benefit: Will allow the study to be completed. The study will help MDOT to resolve transportation-related issues and achieve its mission to provide the highest quality integrated transportation services for economic benefit and improved quality of life.

Funding Sources: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform the work has been estimated.

Risk Assessment: If this amendment is not approved, MDOT could miss the opportunity to make integrated transportation services more efficient and increase economic benefits.

Cost Reductions: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original contract; a federal grant was provided for this project.

New Project Identification: This is not a new project.

Zip Code: 48105.

30. HIGHWAYS - Time Extension

Amendatory Contract (2005-0249/A2) between MDOT and URS Corporation Great Lakes will extend the contract term by six months to provide sufficient time for the consultant to complete the design phase of the project. The limits of the original design contract for the reconstruction of the I-75 corridor initially included the Sibley, Toledo Dix, West Road, and Gibraltar interchanges. The I-75 design limits have been reduced, and the Toledo Dix and Gibraltar interchanges have been permanently removed due to lack of funding. The additional time is needed to allow the consultant to complete further study items necessary for the completion of the revised design work, including screen wall options and drainage corrections. The original contract provides for the design of 25 bridge structures and the freeway reconstruction on I-75 (Chrysler Freeway) from Gibraltar Road to Toledo Dix Highway in the cities of Rockwood, Flat Rock, and Woodhaven and in Brownstown Township, Wayne County (CS 82191 – JNs 79672C, 79011D, 79012D, and 79013D). The revised contract term will be July 11, 2005, through June 30, 2007. The contract amount remains unchanged at \$5,259,678.83. Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield (Act 51) Funds.

Purpose/Business Case: To extend the contract term by six months to provide sufficient time for the consultant to complete the design phase. The I-75 design limits have been reduced.

Benefit: The consultant can complete the design services.

Funding Source: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds and 2.26% City of Southfield (Act 51) Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the additional time, the consultant cannot complete the design services.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is a rehabilitation project.

Zip Code: 48183.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2005-5479) between MDOT and the City of Grayling will provide for funding participation in the following water quality improvements:

Installation of two vortechnic stormwater treatment structures along the north side of the AuSable River, adjacent to the Highway I-75 business loop/M-72, within the corporate limits of the city of Grayling, Michigan.

Estimated Funds:

State Restricted Funds	\$90,000
City of Grayling Funds	\$ 0
Total Funds	<u>\$90,000</u>

Control Section 20012; Crawford County
Local Letting

Purpose/Business Case: To improve the quality of MDOT'S stormwater runoff from Highway I-75/M-72 as required by the Department of Environmental Quality and the Environmental Protection Agency.

Benefit: Will improve the quality of water that results from roadway runoff.

Funding Source: State Restricted Trunkline Maintenance Funds.

Commitment Level: 100% state up to \$90,000 and the balance by the City of Grayling; based on estimated costs.

Risk Assessment: Possibly be in noncompliance of state and federal environmental quality standards.

Cost Reduction: Low bid; MDOT cost capped at \$90,000.

Selection: Low bid.

New Project Identification: Improvement of existing water quality. This is a new project.

Zip Code: 49738.

32. HIGHWAYS - IDS Engineering Services
Authorization (Z4) under Contract (2006-0076) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for road design services to be performed for M-21 from 0.012 miles from the M-66 east junction (Dexter Street) east to Lovell Street in the city of Ionia, Ionia County (CS 34062 - JN 60416C). The services will include cold milling, hot mix asphalt (HMA) resurfacing, curb and gutter, storm sewer, underdrain, sidewalk ramp, commercial and residential driveway, approach detail, and removal and reconstruction work; placement of the chosen pavement section; signing; temporary and permanent pavement marking; erosion control; maintaining traffic; and related restoration items. The authorization will be in effect from the date of award through December 7, 2008. The authorization amount will be \$150,946.46. The contract term is December 8, 2005, through December 7, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for road design services to be performed for M-21 from 0.012 miles from the M-66 east junction (Dexter Street) east to Lovell Street in the city of Ionia, Ionia County.

Benefit: Will improve safety and extend the service life of this road, in accordance with MDOT's Five Year Plan.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the proposed project, the safety and service life of the pavement will continue to deteriorate.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48846.

33. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for the performance of additional as-needed construction engineering services for quality assurance (QA) inspection and testing for the completion of the Bay Region's 2006 hot mix asphalt (HMA) program and will increase the authorization amount by \$250,030.52. The additional services are needed because the institution of a new HMA specification. The original authorization provides for as-needed inspection and testing services to be performed for the Bay Region's 2006 HMA program in various locations throughout the thirteen counties of the Bay Region (CS various - JN various). The authorization term remains unchanged, March 24, 2006, through March 7, 2009. The revised authorization amount will be \$592,833.15. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed construction engineering services for QA inspection and testing to be performed for the completion of Bay Region's 2006 HMA program. The additional services are needed because of the institution of a new HMA specification.

Benefit: Will provide for construction engineering services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not approving this project could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

34. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0387) between MDOT and RS Engineering, LLC, will provide for as-needed computer automated drafting design (CADD) services to be performed for road and other design projects throughout the Jackson Transportation Service Center (TSC) area, including Hillsdale, Jackson, and Lenawee Counties (CS 84916 - JN 88811C). The work items include performing drafting technician services in accordance with MDOT's plan preparation guidelines and all other applicable references and/or procedure manuals and participating in minor pick-up surveys. The authorization will be in effect from the date of award through June 7, 2009. The authorization amount will be \$110,764.80. The contract term is June 8, 2006, through June 7, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for as-needed CADD services to be performed for road and other design projects throughout the Jackson TSC area, including Hillsdale, Jackson, and Lenawee Counties.

Benefit: This service will allow the completion of various road design projects, which will result in original letting schedule compliance.

* Denotes a non-standard contract/amendment

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, various road projects may not be designed on schedule, and lettings may be delayed. Such delays could result in higher construction bid prices.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49201.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2006-0387) between MDOT and RS Engineering, LLC, will provide for design services to be performed for maintaining traffic for the reconstruction of the roadway at I-96 between US-23 and Kent Lake Road in Livingston and Oakland Counties (CS 47064 - JN 79691C). The work items include preparing maintaining traffic plans, temporary pavement plans, pavement marking plans, and freeway signing plans; crash analysis; performing constructability reviews; performing surveys; and solving any problems that may arise during the design of this project. The authorization will be in effect from the date of award through June 7, 2009. The authorization amount will be \$489,038.60. The contract term is June 8, 2006, through June 7, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for maintaining traffic for the reconstruction of the roadway at I-96 between US-23 and Kent Lake Road, Livingston and Oakland Counties.

Benefit: This service will enhance public safety and provide a safer and more efficient roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the design for this part of the corridor might not be as safe and efficient as possible, and the strategy to improve the existing system and meet statewide condition goals might not be met.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48116.

36. HIGHWAYS - IDS University Research Services

Authorization (Z1) under Contract (2006-0412) between MDOT and the University of Michigan will provide for a durability study of the US-23 aggregate test road and recent jointed plain concrete pavement projects (JPCP) with premature joint deterioration. The authorization will be in effect from the date of award through 27 months. The authorization amount will be \$228,922.92. The contract term is August 15, 2006, through August 14, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for a durability study of the US-23 aggregate test road and recent JPCP projects with premature joint deterioration.

Benefit: Will determine causes of pavement deterioration and create preventative measures to sustain future long-term pavement performance and durability.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the research is not performed, the causes of the JPCP deterioration will remain unknown, which could lead to incorrect and costly preventative maintenance and rehabilitation.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is a new research project.

Zip Code: 48109.

37. *HIGHWAYS - IDS Engineering Services

Contract (2006-0523) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the procurement, installation, and integration of Intelligent Transportation System (ITS) devices, including communications equipment and microwave radios, into the existing Michigan Intelligent Transportation System (MITS). The contract will be in effect from the date of award through February 1, 2009. The contract amount will be \$5,858,983.26. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the procurement, installation, and integration of ITS devices, including communications equipment and microwave radios, into the existing MITS system.

Benefit: To integrate the existing MITS system with the new ITS system to provide improved and increased ability for monitoring traffic and communication with motorists.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The project was based on qualifications review with low bid with a fixed price.

Risk Assessment: If this contract is not approved, MDOT will be unable to integrate the existing MITS with the new ITS system to provide improved and increased ability for monitoring traffic and communication with the motoring public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Qualifications review/low bid.

New Project Identification: This is not a new project.

Zip Code: 48075.

38. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2006-0603) between MDOT and Rowe, Inc., will provide for the performance of construction inspection and technical assistance services on an as-needed basis for the Cass City Transportation Service Center (TSC) for various locations throughout Huron, Sanilac, and Tuscola Counties. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$123,036.98. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for construction inspection and technical assistance services to be performed on an as-needed basis for the Cass City TSC for various locations throughout Huron, Sanilac, and Tuscola Counties. The services will cover the 2007 construction season.

Benefit: Will provide adequate construction engineering services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects. The services will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 48726.

39. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2006-5448) between MDOT and the Road Commission for Macomb County will provide for participation in the following improvements:

Design, implementation, and evaluation of the Macomb County Intelligent Transportation System (ITS) Integration under the Great Lakes Intelligent Transportation Systems Program, Phase II, consisting of system-wide vehicle detection, traffic signal interconnection, and traffic surveillance camera installation work to inventory and monitor roadway information and allow integration with current ITS regional architecture as described in the following specific work orders in the Macomb County ITS Integration Work Plan:

Work Order No. 1 - Mound Road System Detection, Interconnect, and Surveillance
Work Order No. 2 - Harper Avenue and Metropolitan Parkway System

Estimated Funds:

Federal Highway Administration Funds	\$ 891,323
Road Commission for Macomb County Funds	<u>\$ 891,323</u>
Total Funds	<u>\$1,782,646</u>

ITS 50458 - 88161
Local Letting

Purpose/Business Case: To provide for participation in Intelligent Transportation System activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Increased integration and coordination within and among transportation modes to improve traffic operations.

Funding Source: Federal Intelligent Transportation System Funds and Road Commission for Macomb County Funds.

Commitment Level: 50% federal up to \$891,323 and the balance by the Road Commission for Macomb County; based on estimate.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Low bid.

New Project Identification: New detection and communication equipment installation.

Zip Code: 48310.

40. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2006-5453) between MDOT and the Muskegon County Road Commission will provide for participation in the following improvements:

Traffic signal installation work at the intersection of Giles Road and Horton Road, including sidewalk ramp, detector loop, and pavement marking work.

Estimated Funds:

Federal Highway Administration Funds	\$55,000
Muskegon County Road Commission Funds	<u>\$ 1,900</u>
Total Funds	<u>\$56,900</u>

CMG 61407 - 83017
Local Force Account

Purpose/Business Case: To provide for the installation of traffic signals and the improvement of intersection operations.

Benefit: Increased safety and efficiency of traffic operations.

Funding Source: Federal Congestion and Air Quality Funds and Muskegon County Road Commission Funds.

Commitment Level: 100% federal up to \$55,000 and the balance by the Muskegon County Road Commission.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of operation at existing intersection.

Zip Code: 49445.

41. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2006-5460) between MDOT and the Osceola County Road Commission will provide for participation in the following improvements:

Guardrail installation, slope flattening, and slope restoration work at various locations along 135th Avenue from 22 Mile Road to the north county line.

Estimated Funds:

Federal Highway Administration Funds	\$74,800
Osceola County Road Commission Funds	<u>\$18,700</u>
Total Funds	<u>\$93,500</u>

STH 67609 - 80622
Local Force Account

Purpose/Business Case: To install guardrail and flatten side slopes to improve roadside safety.

Benefit: Increased safety.

Funding Source: Federal Surface Transportation Program Funds and Osceola County Road Commission Funds

Commitment Level: 80% federal funds up to \$200,000 and the balance by the Osceola County Road Commission.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: Improvement of existing roadside.

Zip Code: 49631.

42. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2006-5461) between MDOT and the Washtenaw County Road Commission will provide for participation in the following improvements:

Traffic signal installation work at the intersection of North Territorial Road and Mast Road.

Estimated Funds:

Federal Highway Administration Funds	\$75,100
Washtenaw County Road Commission Funds	<u>\$18,800</u>
Total Funds	<u>\$93,900</u>

STH 81609 - 86133

Local Force Account

Purpose/Business Case: To provide for the installation of traffic signals and the improvement of intersection operations.

Benefit: Increased safety.

Funding Source: Federal Surface Transportation Program Funds and Washtenaw County Road Commission Funds.

Commitment Level: 80% federal up to \$200,000 and the balance by the Washtenaw County Road Commission.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48130.

43. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2006-5478) between MDOT and the Wexford County Road Commission will provide for participation in the following improvements:

Reconstruction work to improve sight distance at the intersection of South 21½ Road and No. 30 Road, including vertical curve realignment and drainage improvement work.

Estimated Funds:

Federal Highway Administration Funds	\$56,100
Wexford County Road Commission Funds	<u>\$14,000</u>
Total Funds	<u>\$70,100</u>

STH 83609 - 84992

Local Force Account

Purpose/Business Case: To flatten vertical curve to improve sight distance.

Benefit: Increased safety.

Funding Source: Federal Surface Transportation Program Funds and Wexford County Road Commission Funds.

* Denotes a non-standard contract/amendment

Commitment Level: 80% federal up to \$200,000 and the balance by the Wexford County Road Commission.
Risk Assessment: Contract required in order for the County to receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 49618.

44. HIGHWAYS - Cost Participation for Local Agency Contract

Contract (2006-5487) between MDOT and the Monroe County Road Commission will provide for participation in the following improvements:

Engine and exhaust system modification work for ten trucks to control emissions, including crank case ventilation system work.

Estimated Funds:

Federal Highway Administration Funds	\$24,000
Monroe County Road Commission Funds	<u>\$ 6,000</u>
Total Funds	<u>\$30,000</u>

CM 58900 - 88001
 Local Force Account

Purpose/Business Case: To retrofit engine and exhaust systems on trucks to reduce emissions and improve air quality.

Benefit: Increased air quality.

Funding Source: Federal Congestion Mitigation and Air Quality Funds and Monroe County Road Commission Funds.

Commitment Level: 80% federal up to \$24,000 and the balance by the Monroe County Road Commission.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Retrofit of existing trucks.

Zip Code: 49161.

45. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2006-5490) between MDOT and the Wexford County Road Commission will provide for funding participation in the construction of the following improvements utilizing Local Jobs Today Funds:

Reconstruction work to improve sight distance along No. 52 Road from Mackinaw Trail to No. 43 Road, including vertical curve modification and slope flattening work.

Estimated Funds:

Federal Highway Administration Funds	\$66,560
State Restricted Local Jobs Today Funds	\$16,640
Wexford County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$83,200</u>

STH 83609 - 86132
Local Force Account

Purpose/Business Case: To flatten vertical curve to improve sight distance.

Benefit: Increased safety.

Funding Source: Federal Surface Transportation Program Funds, State Local Jobs Today Funds, and Wexford County Road Commission Funds.

Commitment Level: 80% federal up to \$240,000, 20% state up to \$18,000, and the balance by the Wexford County Road Commission.

Risk Assessment: Contract required in order for the County to receive these federal funds. The Local Jobs Today funding allows the project to be built sooner rather than later.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49601.

46. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Amendatory Contract (2006-5504) between MDOT and the Lenawee County Road Commission will provide for funding participation in the construction of the following improvements under the State Critical Bridge Program:

The removal and replacement of structure B01 of 46-03-12, which carries Teachout Road over Wolf Creek, Section 36, T5S, R2E, Cambridge Township, Lenawee County, Michigan; the reconstruction of the approaches to the structure for approximately 170 feet westerly and 155 feet easterly of the structure.

The purpose of this amendment is to replace the Federal Highway Bridge Replacement and Rehabilitation Program Funds with State Local Bridge Program Funds. This project is not eligible for these federal funds based on the length of time the structure has been closed.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$417,300	(\$417,300)	\$ 0
State Restricted Trunkline Funds	\$ 78,200	\$ 417,300	\$495,500
Lenawee County Road Commission Funds	\$ 26,100	\$ 0	\$ 26,100
Total Funds	<u>\$521,600</u>	<u>\$ 0</u>	<u>\$521,600</u>

MCS 46003 - 39987

Amendment

Purpose/Business Case: To amend the original contract to replace the Federal Highway Bridge Replacement and Rehabilitation Program Funds with State Local Bridge Funds since the project is not eligible for these federal funds based on the length of time the structure has been closed.

Benefit: Will continue to provide financial assistance to the local agency so that the structure can be rebuilt.

Funding Source: State Local Bridge Funds and Lenawee County Road Commission Funds.

Commitment Level: 95% state, 5% Lenawee County; based on estimate.

Risk Assessment: Without state funds replacing the federal funds, the structure may not be able to be rebuilt.

Cost Reduction: N/A. (Original was for low bid.)

Selection: N/A for amendment; low bid for original.

New Project Identification: Replacement of existing structure.

Zip Code: 49265.

47. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2006-5509) between MDOT and the Monroe County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Reconstruction work along Sterns Road from Lewis Avenue to Highway US-24.

Estimated Funds:

State Restricted TED Funds	\$294,400
Monroe County Road Commission Funds	<u>\$ 73,600</u>
Total Funds	<u>\$368,000</u>

EDF 58566 - 88814

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Restricted TED Funds and Monroe County Road Commission Funds.

Commitment Level: 80% state up to \$294,400 and the balance by the Monroe County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48182.

48. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2006-5510) between MDOT and the Saginaw County Road Commission will provide for participation in the following improvements:

Flashing beacon installation work at the intersection of Freeland Road and Center Road and at the intersection of Freeland Road and Lawndale Road.

Estimated Funds:

Federal Highway Administration Funds	\$30,100
Saginaw County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$30,100</u>

HRRR 73609 - 88270

Local Force Account

Purpose/Business Case: To provide for the installation of flashing beacons at two intersections.

Benefit: Increased safety.

Funding Source: Federal High Risk Rural Roads Funds and Saginaw County Road Commission Funds.

Commitment Level: 100% federal.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing intersection.

Zip Code: 48623.

49. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5524) between MDOT and the Monroe County Road Commission will provide for participation in the following improvements:

Traffic sign and delineator upgrading work along Dixon Road from Highway M-50 easterly to Ida Maybee Road, along Nadeau Road from Mentel Road to Fix Road, along North Custer Road from Raisinville Road to Yensch Road, along Plank Road from Sanford Road to Yensch Road, and along North Dixie Highway from Ready Road to Strong Road.

Estimated Funds:

Federal Highway Administration Funds	\$9,900
Monroe County Road Commission Funds	\$ 0
Total Funds	<u>\$9,900</u>

HRRR 58609 - 88278

Local Force Account

Purpose/Business Case: To upgrade traffic signs and delineators.

Benefit: Enhanced safety.

Funding Source: Federal High Risk Rural Roads Funds.

Commitment Level: 100% federal.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Local agency to perform the work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 48162.

50. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5528) between MDOT and the Ionia County Road Commission will provide for participation in the following improvements:

Traffic sign upgrading work at the intersection of East David Highway and Kelsey Road and at the intersection of Keefer Highway and Grand River Avenue.

Estimated Funds:

Federal Highway Administration Funds	\$4,000
Ionia County Road Commission Funds	\$ 0
Total Funds	<u>\$4,000</u>

HRRR 34609 - 88283

Local Force Account

* Denotes a non-standard contract/amendment

Purpose/Business Case: To upgrade traffic signs at two intersections.

Benefit: Enhanced safety.

Funding Source: Federal High Risk Rural Roads Funds.

Commitment Level: 100% federal.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Local agency to perform the work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 48875.

51. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2006-5529) between MDOT and the Mackinac County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Aggregate surface course work along Sandtown Road from approximately one mile east of Forest Road easterly one mile, including subbase, ditching, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$15,100
State Restricted Economic Development Funds	\$74,000
Mackinac County Road Commission Funds	\$ 0
Total Funds	<u>\$89,100</u>

EDDF 49555 - 78867

Local Force Account

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: Federal Surface Transportation Program Funds and State Transportation Economic Development Funds.

Commitment Level: 17% federal, 83% state.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49838.

52. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2006-5530) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Resurfacing work along Mackinac Trail from approximately one mile north of Highway M-134 northerly to the Chippewa County line, including base correction, culvert repair, and pulverizing work.

Estimated Funds:

Federal Highway Administration Funds	\$72,000
Mackinac County Road Commission Funds	<u>\$18,000</u>
Total Funds	<u>\$90,000</u>

STL 49063 - 57757
Local Force Account

Purpose/Business Case: To preserve and extend the life of the roadway.

Benefit: Will improve and extend the life of the roadway.

Funding Source: Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.

Commitment Level: 80% federal, 20% Mackinac County Road Commission.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49781.

53.-82. HIGHWAYS – Local Jobs Today Program Loans

The Local Jobs Today (LJT) Program provides state loans to assist county road commissions (CRC), cities, and villages in financing transportation infrastructure improvements for projects approved for LJT matching grant funds. The LJT Program loan amount for a project is equivalent to the estimated applicable federal funding that is not currently available. When such federal funding is converted from “advance construction” to regular federal aid, the federal funding will be applied to any outstanding principal balance of the LJT loan. The loans will allow the local agencies to proceed with the construction of their LJT-approved projects. The interest rate on each loan is 4 percent annually. Each loan contract will be in effect from the date of award through September 30, 2009. The projects listed below were scheduled for a future fiscal year, and the funding has been obligated in order to advance these jobs for the LJT program.

	<u>Contract</u>	<u>Job No.</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
53.	2006-6446	76782	Delta County Road Commission	County Road 495 from Highway US-2 to the east village limits of Nahma	\$ 253,000
54.	2006-6451	82665	Arenac County Road Commission	Maple Ridge Road from Briggs Road easterly to Highway M-65	\$ 687,369
55.	2006-6452	84101	Saginaw County Road Commission	Towerline Road from Highway M-46 to Highway M-81	\$2,190,960
		88447	Saginaw County Road Commission	Towerline Road at the at-grade crossings of the tracks of the Huron and Eastern Railway Company between Highway M-46 and Highway M-81	\$ 49,040
56.	2006-6456	83443	Baraga County Road Commission	Sturgeon Road from approximately 0.2 miles west of Old Highway US-41 westerly 0.8 miles	\$ 83,600
		83447	Baraga County Road Commission	Arnheim Road from Highway US-41 westerly 1.5 miles	\$ 180,000
		83460	Baraga County Road Commission	Arnheim Road from Niemi Road to Tower Road	\$ 207,900
		83461	Baraga County Road Commission	Sturgeon Road from Jarvi Road westerly 0.8 miles	\$ 83,800
57.	2006-6457	83562	Van Buren County Road Commission	West Red Arrow Highway from County Road 671 to 39 th Street	\$ 261,300
58.	2006-6463	78238	Sanilac County Road Commission	Todd Road from Highway M-90 northerly to Fisher Road	\$ 562,600
59.	2006-6466	83415	Dickinson County Road Commission	Kimberly Road from approximately 1.04 miles south of Highway US-2 to the west city limits of Norway	\$ 118,900
60.	2006-6470	84364	City of Muskegon	Getty Street from Hovey Avenue to Keating Avenue	\$ 467,448
61.	2006-6471	82888	Roscommon County Road Commission	County Road 100 from approximately 350 feet northeast of the Higgins Lake State Park south entrance Southwesterly 850 feet	\$ 78,400
62.	2006-6472	83559	Van Buren County Road Commission	County Road 375 from approximately 300 feet west of County Road 653 easterly to approximately 300 feet west of the Kalamazoo County line	\$ 200,000
63.	2006-6475	77811	Emmet County Road Commission	Bear River Road from Maple Hill Road to River Road	\$ 144,500
64.	2006-6476	83402	Leelanau County Road Commission	County Road 669 from County Road 616 northerly to Ryant Road	\$ 215,900
		86934	Leelanau County Road Commission	County Road 616 from County Road 675 easterly to County Road 669	\$ 313,400

* Denotes a non-standard contract/amendment

65.	2006-6479	86472	City of St. Clair	Vine Street from 10 th Street to 2 nd Street	\$ 306,000
66.	2006-6480	56017	City of Boyne City	State Street from North Lake Street to North East Street	\$ 144,100
67.	2006-6482	74259	City of Lansing	East Cavanaugh Road from Aurelius Road to Dunckel Road	\$ 701,800
68.	2006-6485	82885	Tuscola County Road Commission	West Saginaw Road from Scotch Road to Washburn Road	\$ 600,700
69.	2006-6488	87194	Huron County Road Commission	Atwater Road from approximately 2100 feet east of Ruth Road easterly to Highway M-25	\$ 281,800
70.	2006-6491	74892	City of Rockford	North Main Street from Courtland Street to East Main Street; East Main Street from North Main Street to Northland Drive	\$ 561,405
71.	2006-6492	53254	Village of Ontonagon	Parker Avenue from Highway M-38 to Airport Road	\$ 200,000
72.	2006-6493	56234	City of Flint	Flushing Road from Ballenger Highway to Prospect Street	\$2,160,477
73.	2006-6494	84490	City of Iron Mountain	West H Street from Kimberly Avenue to East H Street, East H Street from West H Street to Highway US-2, Prospect Street from Detroit Street to West H Street and Park Street from Oslo Avenue to East F Street	\$ 345,600
74.	2006-6498	84363	Village of Spring Lake	Jackson Street from Savidge Street (Highway M-104) to Liberty Street, North Lake Avenue from Longview Avenue to Beach Avenue, and Grandview Avenue from Hammond Street to Lake Avenue	\$ 180,114
75.	2006-6499	85820	City of Springfield	Lafayette Street from Bedford Road to the east city limits	\$ 412,298
76.	2006-6500	49995	Cass County Road Commission	Barron Lake Road from Huntly Road northerly to Cook Street	\$ 220,000
		50277	Cass County Road Commission	Barron Lake Road from Highway M-60 northerly to Huntly Road	\$ 160,000
77.	2006-6501	86678	City of Bay City	South Wenona Avenue from Ivy Street to Ionia Street	\$1,226,973
78.	2006-6502	88432	City of Madison Heights	Stephenson Highway from 13 Mile Road to 14 Mile Road	\$ 228,000
79.	2006-6503	84491	City of Allegan	Water Street from State Street to Monroe Street; State Street from Brady Street to Water Street	\$ 320,000

* Denotes a non-standard contract/amendment

80.	2006-6507	74493	Jackson County Road Commission	Dettman Road from Michigan Avenue to Page Avenue	\$ 640,000
81.	2006-6508	74619	City of DeWitt	East Main Street from Bridge Street to the east city limits	\$ 214,500
82.	2006-6522	76705	Marquette County Road Commission	County Road 480 from approximately 2325 feet east of Highway M-35 easterly 4740 feet	\$ 80,000
		76712	Marquette County Road Commission	County Road 557 from approximately 150 feet south of County Road SAH northerly 4000 feet	\$ 83,400
		87583	Marquette County Road Commission	County Road 545 from approximately 125 feet south of County Road TD to approximately 125 feet north of County Road TH	\$ 99,500

Purpose/Business Case: To financially assist in roadway improvements under the LJT Program.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State LJT loan funds.

Commitment Level: Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project that is not currently available.

Risk Assessment: Projects approved for LJT matching grant funds may not be able to be built without the LJT loan.

Cost Reduction: Each loan will cover only costs for which the current estimated federal funding applicable to the project is not available.

Selection: N/A.

New Project Identification: Improvement of existing roadways.

Zip Code: 48909.

83. HIGHWAYS - IDS Engineering Services

Contract (2007-0307) between MDOT and Earl Engineering, PLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

84. HIGHWAYS - IDS Engineering Services

Contract (2007-0308) between MDOT and Value Management Strategies, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

85. HIGHWAYS - IDS Engineering Services
Contract (2007-0312) between MDOT and Mannik & Smith Group, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
86. HIGHWAYS - IDS Engineering Services
Contract (2007-0318) between MDOT and Timberland Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
87. HIGHWAYS - IDS Engineering Services
Contract (2007-0319) between MDOT and H. W. Lochner, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
88. HIGHWAYS - IDS Engineering Services
Contract (2007-0321) between MDOT and G2 Consulting Group, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
89. HIGHWAYS - IDS Engineering Services
Contract (2007-0322) between MDOT and Gannett Fleming of Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

90. *HIGHWAYS - IDS Engineering Review Services
Contract (2007-0327) between MDOT and Earl Engineering, PLC, will provide for various engineering review services, including serving as an expert witness, in the defense of highway construction contract lawsuits filed against MDOT. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$2,000,000. The maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, State, or local funds, depending on the particular project authorized.
91. *HIGHWAYS (Maintenance) – Traffic Signal Energy Cost Clarification
Retroactive Amendatory Contract (2004-0647/A1) between MDOT and the City of Grand Rapids will add language to the contract to provide for compensation for traffic signal energy costs consistent with current MDOT practice and recent audit findings. The new provision will be retroactive to October 1, 2005, and will clarify how the City of Grand Rapids is to bill MDOT for traffic signal energy costs. The original contract provides for state trunkline maintenance to be performed within the city of Grand Rapids. The contract term remains unchanged, October 1, 2004, through September 30, 2009. Source of Funds: 100% State Restricted Trunkline Funds.
- This contract is retroactive because MDOT audits showed that the City of Grand Rapids was not billing MDOT for traffic signal energy costs in accordance with the provisions of the maintenance contract. The additional language will serve to align billings from the City of Grand Rapids to MDOT with those paid by the City of Grand Rapids to Consumers Energy.
- Purpose/Business Case:** To retroactively amend the contract language to cover traffic signal energy costs.
Benefit: This contract will provide consistency and align billings from the City of Grand Rapids with those that are paid to Consumers Energy.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of SAB Resolution (2005-2).
Risk Assessment: If this amendment is not approved, compensation for traffic signal energy costs will not be contractually clarified, the audit recommendations will not be met, and billing practices could remain inconsistent.
Cost Reduction: The City purchasing bulk power and distributing the power to MDOT reduces the cost of energy.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 49503.

92. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z4/R1) under Master Agreement (2002-0002) between MDOT and the City of Adrian will extend the authorization term by 25 months to provide sufficient time for the City to complete the construction of a new transit facility. The purchase of property for the facility was delayed because the City had trouble locating acceptable property and because additional time was spent reevaluating the potential sites following a change in City management. An acceptable parcel has been identified contingent upon the final results of an environmental assessment, and a secondary property site has been selected in case the environmental assessment is not acceptable. Additional time is needed for the project for the development of construction documents and the construction of the facility. The original authorization provides state matching funds for the City's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program (Small Cities Program) grant. The revised authorization term will be November 25, 2003, through December 24, 2008. The authorization amount remains unchanged at \$150,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$120,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$30,000.

Purpose/Business Case: To provide for a time extension of 25 months to provide sufficient time for the City to construct a new transportation facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$120,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$30,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49221.

93. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z7/R2) under Master Agreement (2002-0018) between MDOT and the Berrien County Board of Commissioners will extend the authorization term by six months to provide sufficient time for the purchase and delivery of one bus. The project has been delayed because the County wants to combine the remaining funds in this authorization with the funds authorized under the FY 2005 Federal Section 5309 Capital Discretionary Program grant toward the purchase of the bus. This grant was not approved until March 2006, and more time is needed to complete the local purchase process. The original authorization provides state matching funds for the County's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program (Economic Development Fund - Category D and Surface Transportation Program) grant. The revised authorization term will be November 25, 2003, through May 24, 2007. The authorization amount remains unchanged at \$187,920. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$150,336; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$37,584.

Purpose/Business Case: To provide for a six-month time extension to provide sufficient time for the purchase and delivery of one bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$150,336; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$37,584.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49085.

94. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z3/R2) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will extend the authorization term by two years to provide sufficient time for BWATC to complete the purchase of buses. The additional time is needed because BWATC currently does not have the storage space for the new buses to be purchased through this grant. BWATC has a new facility under construction, and the buses will be ordered when facility construction is complete. The original authorization provides state matching funds for BWATC's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program and FY 2002 Federal Congestion Mitigation and Air Quality Improvement Program grants. The revised authorization term will be June 28, 2002, through December 27, 2008. The authorization amount remains unchanged at \$1,172,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$938,000; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$234,500.

Purpose/Business Case: To provide for a two-year time extension to provide sufficient time for BWATC to complete the purchase of buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$938,000; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$234,500.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48060.

95. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z4/R1) under Master Agreement (2002-0026) between MDOT and the Cass County Transportation Authority will extend the authorization term by six months to provide sufficient time for the Authority to complete the communication equipment project. The project was delayed because the licensing process by the Federal Communications Commission required more time than anticipated. The original authorization provides state matching funds for the Authority's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program (Surface Transportation Program) grant. The revised authorization term will be November 25, 2003, through May 24, 2007. The authorization amount remains unchanged at \$70,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$56,000; FY 2002, FY 2004, and FY 2006 State Restricted Comprehensive Transportation Funds - \$14,000.

Purpose/Business Case: To provide for a six-month time extension to provide sufficient time for the Authority to complete the communication equipment project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$56,000; FY 2002, FY 2004, and FY 2006 State Restricted Comprehensive Transportation Funds - \$14,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49031.

96. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z2/R2) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and portions of Wayne and Oakland Counties, will extend the authorization term by 18 months to provide sufficient time for DDOT to complete construction of a clean fuels facility. The additional time is needed because revisions to the city's building and safety engineering and zoning codes have caused delays to the project. The original authorization provides state matching funds for DDOT's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be December 19, 2001, through June 18, 2008. The authorization amount remains unchanged at \$3,713,680. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,970,944; FY 2002 State Restricted Comprehensive Transportation Funds - \$742,736.

Purpose/Business Case: To provide for an 18-month time extension to provide sufficient time for DDOT to complete the construction of a clean fuels facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,970,944; FY 2002 State Restricted Comprehensive Transportation Funds - \$742,736.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

97. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z6/R3) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and portions of Wayne and Oakland Counties, will extend the authorization term by 18 months to provide sufficient time for DDOT to complete construction of a clean fuels facility. The additional time is needed because revisions to the city's building and safety engineering and zoning codes have caused delays to the project. The original authorization provides state matching funds for DDOT's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be from June 13, 2002, through June 12, 2005, and from October 6, 2005, through June 12, 2008. The authorization amount remains unchanged at \$21,828,105. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$17,462,484; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$4,365,621.

Purpose/Business Case: To provide for an 18-month time extension to provide sufficient time for DDOT to complete the construction of a clean fuels facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$17,462,484; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$4,365,621.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

98. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z9) under Master Agreement (2002-0074) between MDOT and the City of Niles will provide state matching funds for the City's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of maintenance tools, communication equipment, and miscellaneous support equipment, for the rehabilitation/renovation of a maintenance facility, and for preventive maintenance. The authorization will be in effect from August 24, 2006, through August 23, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$217,217. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$173,773; FY 2007 State Restricted Comprehensive Transportation Funds - \$43,444.

Purpose/Business Case: To provide state matching funds for the City of Niles' FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$173,773; FY 2007 State Restricted Comprehensive Transportation Funds - \$43,444.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49120.

99. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z10) under Master Agreement (2002-0074) between MDOT and the City of Niles will provide state toll credit match for the City's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for preventive maintenance and for the purchase of bicycle racks. The authorization will be in effect from August 24, 2006, through August 23, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$101,388. Toll credits in the amount of \$20,278 will be allocated as match to the preventive maintenance and bicycle racks line items. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$101,388.

Purpose/Business Case: To provide the state toll credit match for the City of Niles' FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$101,388.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49120.

100. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z32/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit services in Macomb, Wayne, Oakland, and Monroe Counties, will add a line item for spare parts, reduce the Comprehensive Transportation Funds (CTF) match by \$20,504, increase the toll credit match by \$16,403, and adjust the funding between line items. The changes to the amounts of matching funds are due to SMART's request to move funds from vehicle purchases, which are eligible for CTF match, to spare parts and automatic data processing hardware and software, which are eligible for toll credit match. The original authorization provides state matching funds for SMART's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, May 20, 2005, through May 19, 2008. The revised authorization amount will be \$327,267. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$281,342; FY 2002 State Restricted CTF - \$45,925.

Purpose/Business Case: To provide for an additional line item for spare parts, reduce the CTF match by \$20,504, increase the toll credit match by \$16,403, and adjust the funding between line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$281,342; FY 2002 State Restricted CTF - \$45,925.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

101. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z6/R2) under Master Agreement (2002-0092) between MDOT and the Van Buren County Board of Commissioners will add a line item for the purchase of maintenance equipment, will transfer \$10,451 from the purchase of the buses line item to the new line item, and will extend the authorization term by one year to provide sufficient time for the County to complete the project. The cost of the original buses was less than anticipated and the County is requesting approval to use the remaining funds to purchase additional needed equipment. This revision will make the authorization consistent with the scope change approved by the Rural Task Force. The original authorization provides state matching funds for the County's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Planning Program grant. The revised authorization term will be November 25, 2003, through November 24, 2007. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. The authorization amount remains unchanged at \$117,500. Source of Funds: Federal Transit Administration (FTA) Funds - \$94,000; FY 2002 and FY 2007 State Restricted Comprehensive Transportation Funds - \$23,500.

Purpose/Business Case: To provide for the purchase of maintenance equipment, to transfer funds from the purchase of buses line item to the new line item, and to extend the authorization term by one year to provide sufficient time for the County to complete the new projects.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$94,000; FY 2002 and FY 2007 State Restricted Comprehensive Transportation Funds - \$23,500.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49013.

102. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z3/R1) under Master Agreement (2002-0693) between MDOT and the St. Joseph County Transportation Authority will extend the authorization term by approximately ten months to provide sufficient time for the Authority to complete the communications system replacement and bus painting projects. The communications system replacement was delayed because the Federal Communications Commission assigned the Authority a new frequency that required the retooling of all radios, base station, and antennas. Additional time is also needed due to an unanticipated delay in the delivery of the buses, which has resulted in a delay of the bus lettering project. The original authorization provides state matching funds for the Authority's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program (Surface Transportation Program) grant. The revised authorization term will be November 25, 2003, through September 30, 2007. The authorization amount remains unchanged at \$60,000. The term of the master agreement is from October 1, 2002, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$48,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$12,000.

Purpose/Business Case: To extend the authorization term by approximately ten months to provide sufficient time for the Authority to complete the communications system replacement and bus lettering projects.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$48,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$12,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this revision is not approved, federal funds may be lost and the needed projects may not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49093.

103. *PASSENGER TRANSPORTATION - Time Extension

Retroactive Amendatory Contract (2005-0020/A2) between MDOT and the City of Mackinac Island will extend the contract term by one year to provide sufficient time for the City to bid and complete the construction project (38 days retroactive). The original contract, which expired on September 30, 2006, provided state funding for the repair of the British Landing dock in Mackinac Island State Park. The revised contract term will be May 12, 2005, through September 30, 2007. The contract amount remains unchanged at \$130,000. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$130,000.

This amendment is retroactive because work was continued beyond the expiration of the contract in order to avoid a break in work on the necessary dock repairs, which might have created unsafe dock conditions. Because of limited staffing and because tourism is the main industry on Mackinac Island, the City had to place priority on projects that directly affect tourism, which delayed the bidding process for this project. The British Landing dock is used for removing trash.

Purpose/Business Case: To provide for a one year time extension to provide sufficient time for the City to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$130,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is that the project will not be completed and the dock will continue to sustain damage from ferries during high seas.

Cost Reduction: Project was competitively bid.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49757.

104. *PASSENGER TRANSPORTATION - Section 5311 Capital Revenue Grant

Contract (2006-0451) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$4,337,519 in FY 2006 Section 5311 Nonurbanized Area Formula Capital Program funds, including Economic Development Fund - Category D Program funds, Small Cities 5,000-50,000 Program funds, Congestion Mitigation and Air Quality Improvement Program funds, and Surface Transportation Planning Program funds, for vehicle purchases, equipment and facility projects, and intercity bus activities for 37 eligible transit agencies. State matching funds in the amount of \$2,546,050 will be provided, for a total grant amount of \$6,883,569. Toll credits in the amount of \$135,757 will also be allocated as match. The grant will be in effect from September 25, 2006, through September 24, 2009. The grant is retroactive due to the effective date matching the federal grant award date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$4,337,519; FY 2006 State Restricted Comprehensive Transportation Funds - \$2,546,050.

Purpose/Business Case: To provide federal funding and state matching funding for the purchase of vehicles, for equipment and facility projects, and for intercity bus activities for 37 eligible transit agencies participating in the FY 2006 Section 5311 Nonurbanized Area Formula Capital Program.

Benefit: Increased public safety through improved transportation services and infrastructure.

Funding Source: FTA Funds - \$4,337,519; FY 2006 State Restricted Comprehensive Transportation Funds - \$2,546,050.

Commitment Level: Grant amount is based on cost estimates.

Risk Assessment: The risk of not approving this grant is the loss of federal funds.

* Denotes a non-standard contract/amendment

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

105. *PASSENGER TRANSPORTATION - Section 5309 Revenue Grant

Contract (2006-0586) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$679,701 in FY 2006 Federal Section 5309 Capital Discretionary Program grant funds for the purchase of property and the construction of a facility for the Cadillac/Wexford Transit Authority, an eligible transit agency participating in the FY 2006 Federal Section 5309 Capital Discretionary Program. State matching funds in the amount of \$169,925 will be provided, for a total contract amount of \$849,626. The contract will be in effect from September 25, 2006, through September 24, 2009. The contract is retroactive due to the effective date matching the federal grant award date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$679,701; FY 2005 State Restricted Comprehensive Transportation Funds - \$169,925.

Purpose/Business Case: To provide federal funding for the purchase of property and the construction of a facility for the Cadillac/Wexford Transit Authority.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$679,701; FY 2005 State Restricted Comprehensive Transportation Funds - \$169,925.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49601.

106. PASSENGER TRANSPORTATION - Section 5304 Program

Project Authorization (Z1) under Master Agreement (2007-0214) between MDOT and the City of Grand Haven will provide federal funds and state matching funds to the City of Grand Haven under MDOT's FY 2006 Federal Section 5304 State Planning and Research Program grant for the preparation of a strategic plan for Harbor Transit, the City's transit system. The authorization will be in effect from the date of award through three years. The authorization amount will be \$90,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$72,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$18,000.

Purpose/Business Case: To prepare a strategic plan for Harbor Transit, the City of Grand Haven's transit system, using federal funds and state matching funds under MDOT's FY 2006 Federal Section 5304 State Planning and Research Program grant.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$72,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$18,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49417.

107. PASSENGER TRANSPORTATION - Section 5304 Program

Project Authorization (Z3) under Master Agreement (2007-0277) between MDOT and the Ottawa County Board of Commissioners will provide federal funds and state matching funds to Ottawa County under MDOT's FY 2005 and FY 2006 Federal Section 5304 State Planning and Research Program grants for the conduct of a feasibility study and needs assessment for county-wide transit. The authorization will be in effect from the date of award through three years. The authorization amount will be \$110,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$88,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$22,000.

Purpose/Business Case: To conduct a feasibility study and needs assessment for county wide transit in Ottawa County using federal funds and state matching funds under MDOT's FY 2005 and FY 2006 Federal Section 5304 State Planning and Research Program grants .

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$88,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$22,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49460.

108. *PASSENGER TRANSPORTATION - Rail Passenger Operating

Retroactive Contract (2007-0309) between MDOT and the National Railroad Passenger Corporation (Amtrak) will provide financial assistance for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing, East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles, Michigan, and Chicago, Illinois, and between Grand Rapids, Holland, Bangor, St. Joseph, Benton Harbor, and New Buffalo, Michigan, and Chicago, Illinois. Retroactive approval is necessary to provide for continuation of the ongoing rail passenger service without interruption. The contract is retroactive because negotiations took longer than anticipated. The contract will be in effect from October 1, 2006, through September 30, 2007. The contract amount will be \$6,236,555. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$6,236,555.

Purpose/Business Case: To provide funding to Amtrak for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles, Michigan, and Chicago, Illinois, and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, and New Buffalo, Michigan, and Chicago, Illinois, for FY 2007.

Benefit: This service provides the people of Michigan a balanced transportation system.

Funding Source: FY 2007 State Restricted Comprehensive Funds - \$6,236,555.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: Not providing these funds will result in the discontinuation of rail passenger service to Michigan's traveling public outside of the Detroit -Chicago Corridor.

Cost Reduction: The FY 2007 operating subsidy has been reduced by 12 percent over the previous three years. Also, Amtrak and MDOT continue to work together to provide a service that continues to increase ridership and revenues. Continued increases will decrease the bottom line of operation.

Selection: N/A.

New Project Identification: This is a continuation of previous years' service.

Zip Code: 48909.

109. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization Revision (Z4/R1) under Master Agreement (2006-0003) between MDOT and Genesee County Metropolitan Planning Commission will add \$450,817 in unspent FY 2005 and FY 2006 funds to the authorization. The original authorization provides for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorization term remains unchanged, October 1, 2006, through September 30, 2007. The revised authorization amount will be \$989,165. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% Genesee County Metropolitan Planning Commission Funds.

Purpose/Business Case: To carry out transportation planning activities at the local and regional levels.

Benefit: Will provide funding for metropolitan planning organization (MPO) activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through by the federal regulations cited above to the MPOs. 81.85% Federal Highway Administration Funds and 18.15% Genesee County Metropolitan Planning Commission Funds.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 48502.

110. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization Revision (Z6/R1) under Master Agreement (2006-0011) between MDOT and Tri-County Regional Planning Commission will add \$157,789 in unspent FY 2005 and FY 2006 funds to the authorization. The original authorization provides for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorization term remains unchanged, October 1, 2006, through September 30, 2007. The revised authorization amount will be \$711,403. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% Tri-County Regional Planning Commission Funds.

Purpose/Business Case: To carry out transportation planning activities at the local and regional levels.

Benefit: Will provide funding for metropolitan planning organization (MPO) activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through by the federal regulations cited above to the MPOs. 81.85% Federal Highway Administration Funds and 18.15% Tri-County Regional Planning Commission Funds.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 48910.

111. *TRANSPORTATION PLANNING - Time Extension

Authorization Revision (Z1/R1) under Contract (2006-0048) between MDOT and Cambridge Systematics, Inc., will extend the authorization term by six months to provide sufficient time for the consultant to complete the project. The additional time is needed because internal work on the project was delayed because of MDOT staffing and scheduling priorities. The original authorization provides for technical assistance to MDOT's Statewide and Urban Travel Analysis Section in the development of new four-step demand model from the recently collected Michigan Travel Counts Household Travel Survey dataset. The revised authorization term will be November 18, 2005, through June 30, 2007. The contract amount remains unchanged at \$84,970. Source of Funds: Federal Highway Administration Funds - \$67,976; State Restricted Trunkline Funds - \$16,994.

Purpose/Business Case: To extend the authorization term by six months to provide sufficient time for the consultant to complete the project.

Benefit: Will allow the consultant to complete the development of travel demand models that use Michigan-specific data instead of national default data, which will improve the quality of the results from the models.

Funding Source: Federal Highway Administration Funds - \$67,976; State Restricted Trunkline Funds - \$16,994.

Commitment Level: This is a low bid contract based on fixed hourly rates.

Risk Assessment: If this revision is not improved, MDOT would have to continue to use current travel demand models, which are based on national default data rather than Michigan-specific data. This could result in the decertification of MPOs and a loss of federal funds to the MPO areas.

Cost Reduction: Costs are based on a low bid contract.

Selection: N/A for revision; qualifications-based/low bid for original authorization.

New Project Identification: This is a new project.

Zip Code: 48909.

112. *TRANSPORTATION PLANNING - Intercity Bus and Intercity Passenger Rail User Survey

Contract (2007-0315) between MDOT and the Regents of the University of Michigan will provide for an evaluation of the usage of intercity bus and intercity passenger rail services in Michigan and an assessment of the impact of selected service features. The project will assess the safety of passengers and seek ways to improve the operation of intercity passenger services in Michigan. The contract will be in effect from September 18, 2006, through September 17, 2008. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$78,000. Source of Funds: 100% Federal Transit Administration Funds.

Purpose/Business Case: To evaluate the usage of intercity bus and intercity passenger rail services in Michigan and assess the impact of selected service features.

Benefit: Will provide MDOT with an evaluation of service coordination and connectivity, basic mobility, preservation, intermodalism, and aesthetics. The project will assess the safety of passengers and seek ways to improve the operation of intercity passenger services in Michigan.

Funding Source: 100% Federal Transit Administration Funds.

Commitment Level: Contract cost is not to exceed \$78,000.

Risk Assessment: If this contract is not approved, intercity passenger transportation may not be improved, which could hinder the efficiency of the intercity bus and intercity passenger rail programs.

Cost Reduction: The contract is on an actual cost basis.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

113. *TRANSPORTATION PLANNING - Economic Benefit Assessment

Contract (2007-0329) between MDOT and the Regents of the University of Michigan, Institute of Labor and Industrial Relations, will provide for the performance of a study to assess the economic benefits of MDOT's 2007-2011 Five-Year Program. The study will focus on manufacturing, tourism, and other important sectors of the state's economy. The contract will be in effect from the date of award through September 30, 2007. The contract amount will be \$62,166.02. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of a study to assess the economic benefits of MDOT's 2007-2011 Five-Year Program. The study will focus on manufacturing, tourism, and other important sectors of the state's economy.

Benefit: Will provide an economic analysis to be used to assist in educating the public on the overall benefits of MDOT's 2007-2011 Five-Year Transportation Program and the impact on the state's economy. The analysis will be presented to the Transportation Commission, the legislature, and other transportation stakeholders.

Funding Source: The funds for this study are from the state planning and research program. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This analysis will be used to support the roll-out of the 2007-2011 Five-Year Transportation Plan. If the analysis is not completed, the public may question the economic impacts of MDOT's transportation program on the State of Michigan.

Cost Reduction: The costs are based on an actual cost basis.

Selection: N/A.

New Project Identification: This is a new project.

Zip Codes: 48109.

STATE PROJECTS

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 13,665,978.64	Same	1 **
John Carlo, Inc.	\$ 13,987,586.96	Same	2
Ajax Paving Industries, Inc.	\$ 14,111,490.43	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

55659A

Federal Highway Administration Funds	81.85 %
City of Pontiac	1.20 %
State Restricted Trunkline Funds	16.95 %

85433A

Federal Highway Administration Funds	81.85	%
City of Pontiac	2.11	%
State Restricted Trunkline Funds	16.04	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 48342.

Zip Code: 49506.

Zip Code: 49705.

117. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610012
 PROJECT BHI 58171-46088, ETC
 LOCAL AGRMT.
 START DATE - APRIL 16, 2007
 COMPLETION DATE - NOVEMBER 04, 2007

ENG. EST.
 \$ 3,154,784.75
 LOW BID
 \$ 2,973,139.20
 % OVER/UNDER EST.
 -5.76 %

Joint replacement, thin overlay, pin and hanger replacement, zone painting, substructure patching repairs, and approach work on I-275 over Conrail Railroad and under Carelton-Rockwood Road, joint replacement, thin overlay, substructure patching repairs, and approach work on I-275 over Newburg Road, joint replacement, thin overlay, pin and hanger replacement, zone painting, substructure patching repairs, and approach work on I-275 under Labo Road, under Sigler Road, and under Ready Road, and deck resurfacing, joint replacement, pin and hanger replacement, zone painting, substructure patching repairs, and approach work on I-275 over Conrail Railroad, Monroe County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 2,973,139.20	Same	1 **
J. Slagter & Son Construction Co.	\$ 2,999,700.62	Same	2
Walter Toebe Construction Co.	\$ 3,036,641.92	Same	3
Anlaan Corporation	\$ 3,084,022.59	Same	4
Midwest Bridge Company	\$ 3,186,237.48	Same	5
Posen Construction, Inc.	\$ 3,190,409.67	Same	6
E. C. Korneffel Co.			

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

46088A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %
46106A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %
86817A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

* Denotes a non-standard contract/amendment

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48117.

118. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610014
 PROJECT M 54011-38182
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - 22 working days

ENG. EST. \$ 1,400,702.77
 LOW BID \$ 1,474,335.16
 % OVER/UNDER EST. 5.26 %

14.67 mi of hot mix asphalt cold milling and resurfacing on Old US-131 from the south Mecosta County line northerly to 14 Mile Road, in the villages of Morley and Stanwood, Mecosta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,474,335.16	Same	1 **
Michigan Paving & Materials Co.	\$ 1,995,952.50	Same	2
Aggregate Industries-Central Region	\$ 2,067,364.20	Same	3
Central Asphalt, Inc.	\$ 2,189,164.50	Same	4

4 Bidders

Purpose/Business Case: The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

Benefit: To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

Funding Source:

38182A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation and maintenance.

Zip Code: 49346.

119. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610016
 PROJECT M 65011-79088
 LOCAL AGRMT.
 START DATE - JULY 09, 2007
 COMPLETION DATE - AUGUST 17, 2007

ENG. EST.
 \$ 1,025,526.78

LOW BID
 \$ 981,133.76

% OVER/UNDER EST.
 -4.33 %

7.90 mi of hot mix asphalt cold milling and single course
 hot mix asphalt overlay with minor approach work and minor
 safety improvements on M-30 from north of Sergeant Road
 (south Ogemaw County line) northerly to south of Victory
 Street, city of West Branch, Ogemaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 981,133.76	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,064,921.56	Same	2
Pyramid Paving & Contracting Co.	\$ 1,178,786.70	Same	3
Central Asphalt, Inc.	\$ 1,549,943.26	Same	4
Saginaw Asphalt Paving Company			

4 Bidders

Purpose/Business Case: The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

Benefit: To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

Funding Source:

79088A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48661.

120. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610018
 PROJECT IM 13083-60488, ETC
 LOCAL AGRMT.
 START DATE - APRIL 02, 2007
 COMPLETION DATE - MAY 30, 2008

ENG. EST. \$ 8,331,630.12
 LOW BID \$ 7,963,814.36
 % OVER/UNDER EST. -4.41 %

5.44 mi of concrete reconstruction, pavement replacement, shoulders, guardrails, interchange work, fencing and ramp work on I-94 eastbound from 17 1/2 Mile Road east to 23 Mile Road with ramp work at Partello Road and 22 1/2 Mile Road and 3 structure rehabilitations on I-94 over Rice Creek and under 17 1/2 Mile Road, Calhoun County. This project includes a 5 year material and workmanship pavement warranty.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 7,963,814.36	Same	1 **
Interstate Highway Construction	\$ 8,133,712.31	Same	2
John Carlo, Inc.	\$ 8,349,408.85	Same	3
Tony Angelo Cement Construction Co.	\$ 9,133,099.91	Same	4
Angelo Iafrate Construction Company			
Walter Toebe Construction Co.			
Six-S, Inc.			

4 Bidders

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

60488A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

79085A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

* Denotes a non-standard contract/amendment

Zip Code: 48763.

33.97 mi of non-freeway signing upgrades on US-127 from the Ohio state line northerly to Floyd Avenue, in the city of Hudson, village of Addison, Hillsdale, Lenawee, and Jackson Counties.

5 Bidders

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

80650A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Sign upgrade.

Zip Code: 49201.

124. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610026
 PROJECT BHN 81103-74709, ETC
 LOCAL AGRMT.
 START DATE - SEPTEMBER 05, 2007
 COMPLETION DATE - AUGUST 18, 2008

ENG. EST. \$ 4,673,094.55
 LOW BID \$ 4,047,231.96
 % OVER/UNDER EST. -13.39 %

6 structure rehabilitations on M-153 over Fleming Creek, on M-14 under M-153 Ramp B, under M-153 Ramp C, under Curtis Road, under Joy Road and under Gotfredson Road, Washtenaw County. This project includes a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Co.	\$ 4,047,231.96	Same	1 **
Posen Construction, Inc.	\$ 4,530,291.76	Same	2
Davis Construction, Inc.	\$ 4,543,580.30	Same	3
J. Slagter & Son Construction Co.	\$ 4,706,219.55	Same	4
Anlaan Corporation	\$ 4,744,611.69	Same	5
Midwest Bridge Company	\$ 4,857,485.63	Same	6
C.A. Hull Co., Inc.	\$ 4,872,836.40	Same	7
Angelo Iafrate Construction Company			
E. C. Korneffel Co.			
E.T. MacKenzie Company			

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

74709A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

74744A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48175.

* Denotes a non-standard contract/amendment

0.20 mi of guardrail upgrades, bridge railing replacement and drainage work on 102nd Avenue over US-131 in the city of Plainwell, Allegan County.

6 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Funding Source:

AT&T	2.02 %
Allegan County	15.46 %
Federal Highway Administration Funds	82.52 %

Zip Code: 49010.

127. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610038
 PROJECT IM 19043-87558
 LOCAL AGRMT.
 START DATE - MAY 14, 2007
 COMPLETION DATE - AUGUST 24, 2007

ENG. EST.
 \$ 1,911,547.07

LOW BID
 \$ 1,694,583.40

% OVER/UNDER EST.
 -11.35 %

6.50 mi of concrete pavement restoration including full depth repairs, diamond grinding and crack sealing on I-69 from east of Airport Road easterly to west of Chandler Road, Clinton County.

A 2007 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Knish Corporation	\$ 1,694,583.40	Same	1 **
Opperman Grooving, Inc.	\$ 1,700,355.97	Same	2
Penhall Company and Subsidiaries	\$ 1,862,201.77	Same	3
Safety Grooving & Grinding of Mich	\$ 1,993,255.32	Same	4
Diamond Surface, Inc.			

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87558A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48820.

* Denotes a non-standard contract/amendment

128. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610039
 PROJECT M 02021-80221
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 28, 2007

ENG. EST.
 \$ 1,705,340.82

LOW BID
 \$ 1,632,777.60

% OVER/UNDER EST.
 -4.26 %

15.55 mi of hot mix asphalt resurfacing and aggregate shoulders on M-94 from M-67 easterly to M-28, Alger County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 1,632,777.60	Same	1 **
Payne & Dolan, Inc.	\$ 1,695,428.80	Same	2
Rieth-Riley Construction Co., Inc.	\$ 2,092,669.00	Same	3

3 Bidders

Purpose/Business Case: The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

Benefit: To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

Funding Source:

80221A

State Restricted Trunkline Funds

100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49816.

129. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610040
 PROJECT MG 46082-87432
 LOCAL AGRMT.
 START DATE - MAY 15, 2007
 COMPLETION DATE - AUGUST 15, 2007

ENG. EST.
 \$ 1,271,588.25

LOW BID
 \$ 1,195,619.60

% OVER/UNDER EST.
 -5.97 %

7.34 mi of hot mix asphalt cold milling and single course overlay on M-50, from M-52 easterly to Ridge Highway in the city of Tecumseh, Lenawee County. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 1,195,619.60	Same	1 **
Michigan Paving & Materials Co.	\$ 1,207,352.10	Same	2
Ajax Paving Industries, Inc.	\$ 1,395,913.58	Same	3
Gerken Paving, Inc.	\$ 1,471,400.25	Same	4

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87432A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49286.

* Denotes a non-standard contract/amendment

131. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610042 ENG. EST. LOW BID
 \$ 515,876.63 \$ 418,411.90
 PROJECT STG 84913-82792, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 11, 2007
 COMPLETION DATE - AUGUST 30, 2007 -18.89 %

42.35 mi of non-freeway signing upgrades on M-21 from the Kent/Ionia County line to the Ionia/Clinton County line, and from Cascade Road to the Kent/Ionia County line, in the villages of Muir and Pewamo, the city of Grand Rapids, Ionia, Clinton, and Kent Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J & J Contracting, Inc.	\$ 418,411.90	Same	1 **
Trans Tech Electric Limited Partner	\$ 462,396.25	Same	2
Action Traffic Maintenance, Inc.	\$ 500,000.01	Same	3
NES Traffic Safety Limited Partner	\$ 549,177.70	\$ 546,452.70	4
Highway Service Co., Inc.	\$ 550,314.71	Same	5
Midwest Bridge Company			

5 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

82792A

Federal Highway Administration Funds	97.92 %
State Restricted Trunkline Funds	2.08 %

82793A

Federal Highway Administration Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 49331.

132. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610043
 PROJECT NHG 63051-84562
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2007

ENG. EST.
 \$ 503,770.37

LOW BID
 \$ 430,531.19

% OVER/UNDER EST.
 -14.54 %

9.36 mi of non-freeway signing upgrades on M-1 from M-102 to Quartron Road, in the cities of Birmingham, Royal Oak, Huntington Woods, and Ferndale, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Action Traffic Maintenance, Inc.	\$ 430,531.19	Same	1 **
Trans Tech Electric Limited Partner	\$ 501,006.75	Same	2
Highway Service Co., Inc.	\$ 501,365.50	Same	3
J & J Contracting, Inc.	\$ 548,218.60	Same	4
Lake Erie Construction Company			
NES Traffic Safety Limited Partner			
Midwest Bridge Company			

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

84562A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 48820.

* Denotes a non-standard contract/amendment

133. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610044
 PROJECT EBSL 37022-87439
 LOCAL AGRMT.
 START DATE - JUNE 05, 2007
 COMPLETION DATE - JUNE 28, 2007

ENG. EST.
 \$ 921,155.35

LOW BID
 \$ 886,065.74

% OVER/UNDER EST.
 -3.81 %

6.50 mi of roadbed overband crackfill followed by a two course micro-surface on M-20 (East Pickard Road) eastbound and westbound from Summerton Road easterly to the Midland County line, and on M-20 (High Street) from Washington Road easterly to Mission Street, in the city of Mt. Pleasant, Isabella County. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strawser Incorporated	\$ 886,065.74	Same	1 **
Terry Asphalt Materials, Inc.	\$ 894,805.27	Same	2
Pavement Maintenance Systems, Inc.	\$ 980,949.27	Same	3
Fahrner Asphalt Sealers, Inc.			

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87439A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48858.

* Denotes a non-standard contract/amendment

134. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610047
 PROJECT M 84913-87119
 LOCAL AGRMT.
 START DATE - JUNE 04, 2007
 COMPLETION DATE - 12 working days

ENG. EST. \$ 314,256.00
 LOW BID \$ 175,118.40
 % OVER/UNDER EST. -44.28 %

33.00 rbmi of hot mix asphalt crack treatment roadbed on M-44 from Broas Street easterly to M-66, on M-66 from M-20 northerly to 19 Mile Road, on M-66 from Sprague Road northerly to north of Riverside Drive and Maple Street easterly to Costabella Road, on M-46 from Lewis Street easterly to Montcalm County line in the village of Edmore, city of Belding, Ionia, Mecosta, and Montcalm Counties. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Interstate Sealant & Concrete, Inc.	\$ 175,118.40	Same	1 **
Scodeller Construction, Inc.	\$ 219,368.40	Same	2
Fahrner Asphalt Sealers, Inc.	\$ 275,439.40	Same	3
Michigan Joint Sealing, Inc.	\$ 283,054.00	Same	4
Causie Contracting, Inc.	\$ 377,276.00	Same	5

5 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87119A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48891 TSC-wide.

* Denotes a non-standard contract/amendment

135. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610048
 PROJECT ST 84914-87437
 LOCAL AGRMT.
 START DATE - MAY 14, 2007
 COMPLETION DATE - JUNE 27, 2007

ENG. EST.
 \$ 501,430.00

LOW BID
 \$ 347,152.40

% OVER/UNDER EST.
 -30.77 %

51.04 mi of hot mix asphalt crack treatment on M-15, M-20, M-13, M-57, US-23, US-127, US-127BR, various ramps and parking lots, Arenac, Bay, Clare, Gladwin, Gratiot, Isabella, Midland, and Saginaw Counties. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Interstate Sealant & Concrete, Inc.	\$ 347,152.40	Same	1 **
Scodeller Construction, Inc.	\$ 392,351.80	Same	2
Causie Contracting, Inc.	\$ 487,160.00	Same	3
Michigan Joint Sealing, Inc.	\$ 555,506.00	Same	4
Fahrner Asphalt Sealers, Inc.	\$ 857,098.30	Same	5

5 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87437A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48858.

* Denotes a non-standard contract/amendment

136. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610049
 PROJECT MG 79062-86935
 LOCAL AGRMT.
 START DATE - JULY 30, 2007
 COMPLETION DATE - AUGUST 24, 2007

ENG. EST.	LOW BID
\$ 737,570.41	\$ 686,105.86
% OVER/UNDER EST.	-6.98 %

4.51 mi of hot mix asphalt cold milling and resurfacing, pavement joint and crack repairs, guardrail adjustments, pavement markings, and gravel shoulders on M-81 (Cass City Road) from west of Doerr Road easterly to west of M-43, in the village of Cass City, Tuscola and Sanilac Counties. This project includes two 3 year pavement performance warranties.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 686,105.86	Same	1 **
Pyramid Paving & Contracting Co.	\$ 722,941.40	Same	2
Albrecht Sand & Gravel Co.			

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

86935A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48726.

* Denotes a non-standard contract/amendment

137. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610050
 PROJECT ST 25131-87436
 LOCAL AGRMT.
 START DATE - MAY 14, 2007
 COMPLETION DATE - 45 working days

ENG. EST.	LOW BID
\$ 536,741.98	\$ 320,510.00
% OVER/UNDER EST.	
-40.29 %	

73.60 mi of hot mix asphalt crack treatment on US-23, M-54, M-57, I-75, M-53, M-142, M-19, M-90, M-46, M-25, M-138 and M-81 at various locations in the villages of Akron, Caro, Carsonville, Fairgrove, Kinde, Peck and Ubly, cites of Bad Axe, Clio and Crosswell, Genesee, Huron, Lapeer, Sanilac and Tuscola Counties. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Interstate Sealant & Concrete, Inc.	\$ 320,510.00	Same	1 **
Scodeller Construction, Inc.	\$ 408,253.88	Same	2
Michigan Joint Sealing, Inc.	\$ 522,055.82	Same	3
Fahrner Asphalt Sealers, Inc.	\$ 720,814.68	Same	4
Causie Contracting, Inc.			

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87436A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48723.

* Denotes a non-standard contract/amendment

138. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610051
 PROJECT STT 72052-85917
 LOCAL AGRMT.
 START DATE - JULY 09, 2007
 COMPLETION DATE - AUGUST 24, 2007

ENG. EST.	LOW BID
\$ 563,129.78	\$ 498,861.43
% OVER/UNDER EST.	
	-11.41 %

8.75 mi of multiple course microsurfacing on M-18 from M-55 northerly to south of Lansing Road, Roscommon County. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pavement Maintenance Systems, Inc.	\$ 498,861.43	Same	1 **
Terry Asphalt Materials, Inc.	\$ 513,389.68	Same	2
Strawser Incorporated	\$ 575,104.24	Same	3
Fahrner Asphalt Sealers, Inc.			

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

85917A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48651.

139. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610052
 PROJECT ST 72022-86004, ETC
 LOCAL AGRMT.
 START DATE - SEPTEMBER 10, 2007
 COMPLETION DATE - NOVEMBER 02, 2007

ENG. EST.
 \$ 1,143,970.44

LOW BID
 \$ 1,038,147.84

% OVER/UNDER EST.
 -9.25 %

6.20 mi hot mix asphalt cold milling and resurfacing,
 minor drainage improvements, and curb and gutter
 replacements on M-55 from Federal Avenue easterly to Kelly
 Street, Roscommon County. This project includes a 3 year
 pavement performance warranty.

A 2007 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,038,147.84	Same	1 **
Pyramid Paving & Contracting Co.	\$ 1,196,033.70	Same	2
Central Asphalt, Inc.	\$ 1,499,532.40	Same	3
Saginaw Asphalt Paving Company			
Bolen Asphalt Paving, Inc.			

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

86004A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

87148A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48651.

* Denotes a non-standard contract/amendment

140. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610053
 PROJECT STT 78021-87299, ETC
 LOCAL AGRMT.
 START DATE - MAY 14, 2007
 COMPLETION DATE - JUNE 01, 2007

ENG. EST.	LOW BID
\$ 415,416.47	\$ 345,620.04
% OVER/UNDER EST.	-16.80 %

1.98 mi of hot mix asphalt cold milling and overlay on M-103 from Cecelia Street northerly to US-12, on US-12 from St. Joseph River bridge northeasterly to east of Mann Road, and on US-131 from Kalamazoo River bridge to the railroad overpass in the village of Mottville, Allegan and St. Joseph Counties. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 345,620.04	Same	1 **
Michigan Paving & Materials Co.	\$ 405,715.94	Same	2

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87299A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
87324A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49099.

* Denotes a non-standard contract/amendment

141. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610054
 PROJECT M 72041-87138
 LOCAL AGRMT.
 START DATE - JULY 09, 2007
 COMPLETION DATE - AUGUST 03, 2007

ENG. EST.
 \$ 193,232.15

LOW BID
 \$ 208,378.56

% OVER/UNDER EST.
 7.84 %

5.97 mi of overband crack sealing and chip sealing on M-18 from north of Lancewood Drive northeasterly to north of Flooter Road, Roscommon County. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pavement Maintenance Systems, Inc.	\$ 208,378.56	Same	1 **
Fahrner Asphalt Sealers, Inc.	\$ 212,725.64	Same	2
Terry Asphalt Materials, Inc.			

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87138A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48653.

142. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610055
 PROJECT M 15071-87233, ETC
 LOCAL AGRMT.
 START DATE - SEPTEMBER 04, 2007
 COMPLETION DATE - 8 working days

ENG. EST.
 \$ 291,064.95

LOW BID
 \$ 309,476.10

% OVER/UNDER EST.
 6.33 %

3.62 mi of single course microsurfacing, overband crack fill and 0.09 mi of hot mix asphalt cold milling and resurfacing on US-31 from south of Sunset Shore Drive northerly to Ames Road and M-75 from south of River Street northerly to west of Old State Road in the village of Elk Rapids, city of Boyne City, Antrim and Charlevoix Counties. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pavement Maintenance Systems, Inc.	\$ 309,476.10	Same	1 **
Terry Asphalt Materials, Inc.	\$ 327,100.94	Same	2
Strawser Incorporated	\$ 332,234.16	Same	3
Fahrner Asphalt Sealers, Inc.			

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87233A

State Restricted Trunkline Funds 100 %

87234A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49622.

* Denotes a non-standard contract/amendment

145. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610058
 PROJECT STT 83021-86016
 LOCAL AGRMT.
 START DATE - MAY 29, 2007
 COMPLETION DATE - 14 working days

ENG. EST.	LOW BID
\$ 405,347.58	\$ 352,996.25
% OVER/UNDER EST.	
	-12.92 %

2.76 mi of hot mix asphalt cold milling and resurfacing on Old M-55 from US-131BR westerly to M-115, in the city of Cadillac, Wexford County. This project includes a 3 year pavement performance warranty.

A 2007 preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 352,996.25	Same	1 **
Pyramid Paving & Contracting Co.	\$ 401,577.71	Same	2
Elmer's Crane & Dozer, Inc.	\$ 431,004.02	Same	3

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

86016A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49601.

146. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610059
 PROJECT ST 76041-87552
 LOCAL AGRMT.
 START DATE - JUNE 18, 2007
 COMPLETION DATE - JULY 13, 2007

ENG. EST.
 \$ 290,484.06

LOW BID
 \$ 314,624.50

% OVER/UNDER EST.
 8.31 %

1.95 mi of paver placed surface seal on M-71 from Washington Street to Legion Drive, in the cities of Owosso and Corunna, Shiawassee County. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 314,624.50	Same	1 **
Michigan Paving & Materials Co.	\$ 326,115.47	Same	2
Pyramid Paving & Contracting Co.	\$ 344,276.77	Same	3
Rieth-Riley Construction Co., Inc.	\$ 349,673.33	Same	4
Saginaw Asphalt Paving Company	\$ 359,193.09	Same	5
Aggregate Industries-Central Region			

5 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87552A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48867.

* Denotes a non-standard contract/amendment

147. LETTING OF OCTOBER 20, 2006
 PROPOSAL 0610201
 PROJECT IM 50111-55420, ETC
 LOCAL AGRMT. 06-5369
 START DATE - MARCH 19, 2007
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST. \$ 37,447,018.13
 LOW BID \$ 37,180,041.06
 % OVER/UNDER EST. -0.71 %

11.68 mi of hot mix asphalt cold milling, resurfacing, patching, guardrail replacement, along with 2.76 mi of median barrier wall construction on I-94 from Joy Road to M-29, Masonic Boulevard to Joy Road, and North River Road to M-59, and 10 structure rehabilitations on I-94, in the city of St. Clair Shores, Macomb County. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
John Carlo, Inc.	\$ 37,180,041.06	Same	1 **
Ajax Paving Industries, Inc.	\$ 38,964,264.44	Same	2
Cadillac Asphalt, LLC.	\$ 46,478,617.58	Same	3
Ace Asphalt & Paving Co.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is a combination of programs--The Road and Bridge Program and the Traffic and Safety Program. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition. The Traffic and Safety Program is included in order to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments.

Benefit: MDOT attempts to maximize the benefits of road, bridge preservation as well as provide a safe and affective use of traffic flow. This asset management philosophy to develop programs are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control.

Funding Source:

55420A		
AT&T	0.13	%
Federal Highway Administration Funds	89.89	%
State Restricted Trunkline Funds	9.98	%
55421A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
55656A		
State Restricted Trunkline Funds	100	%
72401A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	9.87	%
City of St. Clair Shores	0.13	%
80294A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation and reconstruction.

Zip Code: 48047.

148.	LETTING OF OCTOBER 20, 2006	ENG. EST.	LOW BID
	PROPOSAL 0610227	\$ 4,290,824.49	\$ 3,997,310.01
	PROJECT NHG 84916-78736		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 01, 2008		-6.84 %

82.05 mi of freeway signing upgrades on US-23 from the state line northerly to the Genesee south county line, US-23 BR/M-14 from I-94 easterly to US-23, in the cities of Dundee, Milan, and Ann Arbor, Monroe, Washtenaw, and Livingston Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Action Traffic Maintenance, Inc.	\$ 3,997,310.01	Same	1 **
Trans Tech Electric Limited Partner	\$ 4,369,692.25	Same	2
Midwest Bridge Company	\$ 4,890,439.90	Same	3
Highway Service Co., Inc.			
J & J Contracting, Inc.			
Lake Erie Construction Company			

3 Bidders

* Denotes a non-standard contract/amendment

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

78736A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 48130.

149.	LETTING OF OCTOBER 20, 2006	ENG. EST.	LOW BID
	PROPOSAL 0610237	\$ 2,998,616.48	\$ 2,996,078.54
	PROJECT IMG 84914-78755		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - DECEMBER 04, 2006		
	COMPLETION DATE - MAY 25, 2007		-0.08 %

73.83 mi of freeway signing upgrades on I-75 and US-23 from the south Saginaw County line northerly to the north Arenac County line, Saginaw, Bay, and Arenac Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Action Traffic Maintenance, Inc.	\$ 2,996,078.54	Same	1 **
Midwest Bridge Company	\$ 3,142,494.75	Same	2
Trans Tech Electric Limited Partner	\$ 3,157,278.65	Same	3
Highway Service Co., Inc.			
J & J Contracting, Inc.			
Lake Erie Construction Company			

3 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

78755A

Federal Highway Administration Funds 100 %

* Denotes a non-standard contract/amendment

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 48706.

LOCAL PROJECTS

150. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610005
 PROJECT STU 19400-72112
 LOCAL AGRMT. 06-5411
 START DATE - 10 days after award
 COMPLETION DATE - MAY 31, 2007

ENG. EST.
 \$ 185,234.00

LOW BID
 \$ 144,403.22

% OVER/UNDER EST.
 -22.04 %

0.50 mi of subgrade undercutting and hot mix asphalt overlay
 on West Clark Road from Myers Road to US-27BR in Clinton
 County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 144,403.22	Same	1 **
Michigan Paving & Materials Co.	\$ 147,242.10	Same	2
CL Trucking & Excavating, LLC.	\$ 158,109.48	Same	3
Rieth-Riley Construction Co., Inc.	\$ 163,560.08	Same	4
Aggregate Industries-Central Region	\$ 166,339.82	Same	5
Bailey Excavating, Inc.	\$ 166,939.98	Same	6
Sandborn Construction, Incorp.	\$ 169,640.00	Same	7
Cadwell Brothers Construction	\$ 169,887.74	Same	8
Fonson, Inc.	\$ 178,395.48	Same	9
San Marino Excavating, Inc.	\$ 179,103.10	Same	10
E.T. MacKenzie Company	\$ 179,572.98	Same	11
Nashville Construction Company	\$ 179,782.98	Same	12
Kamminga & Roodvoets, Inc.	\$ 181,516.00	Same	13
L & L Construction Co., Inc.	\$ 181,781.40	Same	14
Dunigan Brothers, Inc.			
J. Sebastian Trucking & Exc. Inc.			
Youngstrom Contracting, Inc.			

14 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

* Denotes a non-standard contract/amendment

152. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610007
 PROJECT STU 41401-87590
 LOCAL AGRMT. 06-5414
 START DATE - APRIL 22, 2007
 COMPLETION DATE - JUNE 30, 2007

ENG. EST.
 \$ 339,815.80

LOW BID
 \$ 276,041.36

% OVER/UNDER EST.
 -18.77 %

0.82 mi of road resurfacing including cold milling, hot mix asphalt paving, concrete pavement repairs, curb and gutter, sidewalk ramps and guardrail on Cascade Road from Whitneyville Avenue to 36th Street in Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 276,041.36	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 345,999.84	Same	2
Aggregate Industries-Central Region	\$ 353,153.81	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the reconstruction and widening of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

87590A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds will have to be returned to the federal government for use in another federal-aid project, possibly not in the state of Michigan.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49546.

153. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610008
 PROJECT STU 25402-56224
 LOCAL AGRMT. 06-5430
 START DATE - APRIL 02, 2007
 COMPLETION DATE - AUGUST 18, 2007

ENG. EST.
 \$ 1,769,686.00
 LOW BID
 \$ 1,701,130.45
 % OVER/UNDER EST.
 -3.87 %

2.26 mi of ditching, grading, hot mix asphalt base crushing and shaping, limestone shoulders and hot mix asphalt paving on Porter Road from Grand Blanc Road northerly to Hill Road in Genesee County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Zito Construction Co.	\$ 1,701,130.45	Same	1 **
Ace Asphalt & Paving Co.	\$ 1,743,506.36	Same	2
Cadillac Asphalt, LLC.	\$ 1,868,950.00	Same	3
Ajax Paving Industries, Inc.	\$ 1,917,235.25	\$ 1,913,638.25	4
Rohde Brothers Excavating, Inc.	\$ 1,915,114.87	Same	5
Young's Environmental Cleanup, Inc.	\$ 1,989,744.34	\$ 1,979,744.34	6
C & D Hughes, Inc.	\$ 1,982,287.60	Same	7
L.J. Construction, Inc.	\$ 2,030,927.75	Same	8
DiPonio Contracting L.L.C.	\$ 2,056,620.10	\$ 2,055,080.10	9
Fonson, Inc.	\$ 2,099,753.60	Same	10
Champagne and Marx Excavating, Inc.	\$ 2,150,077.52	\$ 2,147,042.52	11
Pro-Line Asphalt Paving Corp.	\$ 2,461,246.48	\$ 2,441,246.48	12
Dunigan Brothers, Inc.			
C.A. Hull Co., Inc.			
Barrett Paving Materials, Inc.			
Fisher Contracting Company			
L.A. Construction Corporation			
John Carlo, Inc.			

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the reconstruction and widening of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

56224A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

* Denotes a non-standard contract/amendment

3.00 mi of cold milling, hot mix asphalt resurfacing, concrete curb and gutter repair, sidewalk ramps and pavement markings on Montcalm Avenue from Cesar Chavez Avenue easterly to Joslyn Avenue and on Baldwin Avenue from Montcalm Avenue northerly to Sheffield Avenue in the city of Pontiac, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 1,295,866.90	Same	1 **
Ajax Paving Industries, Inc.	\$ 1,337,653.63	Same	2
John Carlo, Inc.	\$ 1,388,128.33	Same	3
Barrett Paving Materials, Inc.	\$ 1,403,786.13	Same	4
Pro-Line Asphalt Paving Corp.	\$ 1,447,540.90	Same	5
Asphalt Specialists, Inc.	\$ 1,778,132.70	Same	6
Peter A. Basile Sons, Inc.			
Ace Asphalt & Paving Co.			
ABC Paving Company			

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

Selection: Low bid.
Zip Code: 48340.

156. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610020
 PROJECT BRO 52004-83891
 LOCAL AGRMT. 06-5412
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 15, 2007

ENG. EST.
 \$ 385,277.50

LOW BID
 \$ 382,435.74

% OVER/UNDER EST.
 -0.74 %

Bridge removal and replacement along with related approach
 work on County Road EAA at Big Brook, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Associated Constructors, LLC	\$ 382,435.74	Same	1 **
Hebert Construction Company	\$ 382,939.50	Same	2
A. Lindberg & Sons, Inc.	\$ 385,409.40	Same	3
Zenith Tech, Inc.	\$ 402,586.00	Same	4
J.E. Kloote Contracting, Inc.			
Bacco Construction Company			
J. Slagter & Son Construction Co.			
Snowden, Inc.			

4 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the replacement of a bridge not on
 the federal-aid highway system, under local jurisdiction. This project was
 selected through the local bridge selection process as defined in current
 legislation.

Benefit: By awarding this project, the locally owned transportation system is
 further preserved providing increased economic value and quality of life for
 the traveling public.

Funding Source:

83891A

Marquette County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the
 engineer's best estimate of probable construction cost. The contract's final
 cost will be based on actual quantities built in the field and unit prices
 bid by the contractor.

Risk Assessment: State local bridge funds are required to be allocated for
 local bridge projects within Michigan. If the project is not awarded, the
 funds would be required by law to be applied to another local bridge project.
 If the project is not awarded, there is a possibility that the bridge will
 deteriorate further and will impact vehicular traffic to the point of
 restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded
 the project. Any negotiation prior to award of this contract, whether
 implicit or explicit, violates federal regulations and Section 107.01 of the
 2003 Michigan Department of Transportation Standard Specifications for
 Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49841.

* Denotes a non-standard contract/amendment

157. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610021
 PROJECT BRO 52002-78956
 LOCAL AGRMT. 06-5413
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 15, 2007

ENG. EST.
 \$ 324,179.00

LOW BID
 \$ 283,892.90

% OVER/UNDER EST.
 -12.43 %

Bridge removal and replacement along with related approach
 work on BI Road at Mud Creek, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Associated Constructors, LLC	\$ 283,892.90	Same	1 **
A. Lindberg & Sons, Inc.	\$ 291,866.80	Same	2
Hebert Construction Company	\$ 309,029.48	Same	3
Zenith Tech, Inc.	\$ 375,647.00	Same	4
J.E. Kloote Contracting, Inc.			
Bacco Construction Company			
J. Slagter & Son Construction Co.			
Snowden, Inc.			

4 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the replacement of a bridge not on
 the federal-aid highway system, under local jurisdiction. This project was
 selected through the local bridge selection process as defined in current
 legislation.

Benefit: By awarding this project, the locally owned transportation system is
 further preserved providing increased economic value and quality of life for
 the traveling public.

Funding Source:

78956A

Marquette County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the
 engineer's best estimate of probable construction cost. The contract's final
 cost will be based on actual quantities built in the field and unit prices
 bid by the contractor.

Risk Assessment: State local bridge funds are required to be allocated for
 local bridge projects within Michigan. If the project is not awarded, the
 funds would be required by law to be applied to another local bridge project.
 If the project is not awarded, there is a possibility that the bridge will
 deteriorate further and will impact vehicular traffic to the point of
 restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded
 the project. Any negotiation prior to award of this contract, whether
 implicit or explicit, violates federal regulations and Section 107.01 of the
 2003 Michigan Department of Transportation Standard Specifications for
 Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49855.

* Denotes a non-standard contract/amendment

158. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610022
 PROJECT DPSA 63459-88403
 LOCAL AGRMT. 06-5434
 START DATE - APRIL 15, 2007
 COMPLETION DATE - JUNE 15, 2007

ENG. EST.
 \$ 343,203.25

LOW BID
 \$ 349,393.26

% OVER/UNDER EST.
 1.80 %

0.25 mi of hot mix asphalt paving, earthwork, and pavement removal on West Maple Road at the entrance of the Henry Ford Hospital west of Drake Road, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
John Carlo, Inc.	\$ 349,393.26	Same	1 **
Commerce Construction & Landscaping	\$ 366,885.96	Same	2
ABC Paving Company	\$ 367,106.55	Same	3
Florence Cement Company	\$ 368,959.70	Same	4
Cadillac Asphalt, LLC.	\$ 375,068.87	Same	5
Sunset Excavating, Inc.	\$ 375,275.26	Same	6
Dan's Excavating, Inc.	\$ 377,133.71	Same	7
Fonson, Inc.	\$ 378,141.25	Same	8
Pamar Enterprises, Inc.	\$ 387,803.28	Same	9
Angelo Iafrate Construction Company	\$ 414,946.53	Same	10
San Marino Excavating, Inc.	\$ 485,090.38	Same	11
D.L.F. Trucking, Inc.	\$ 519,073.87	Same	12
Warren Contractors & Development	\$ 526,119.25	Same	13
Peter A. Basile Sons, Inc.			
DiPonio Contracting L.L.C.			
Pro-Line Asphalt Paving Corp.			
L Squared Construction, LLC.			
Ajax Paving Industries, Inc.			
Barrett Paving Materials, Inc.			
South Hill Construction Company			
Six-S, Inc.			
L.J. Construction, Inc.			
Cortis Brothers Trucking & Excav.			

13 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

88403A

Federal Highway Administration Funds

100 %

Selection: Low bid.

Zip Code: 48322.

* Denotes a non-standard contract/amendment

159. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610030
 PROJECT STH 39609-87685
 LOCAL AGRMT. 06-5410
 START DATE - APRIL 15, 2007
 COMPLETION DATE - JUNE 29, 2007

ENG. EST.
 \$ 426,916.00

LOW BID
 \$ 395,810.94

% OVER/UNDER EST.
 -7.29 %

0.22 mi of road reconstruction, including realigning intersection, hot mix asphalt paving, traffic signal installation and pavement markings at the intersection of Parkview Avenue and Stadium Drive, Kalamazoo County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 395,810.94	Same	1 **
Peters Construction Co.	\$ 401,379.31	Same	2
Northern Construction Services, Co.	\$ 416,012.65	Same	3
Brenner Excavating, Inc.	\$ 426,459.45	Same	4
Nashville Construction Company	\$ 452,750.70	Same	5
Kamminga & Roodvoets, Inc.	\$ 483,147.90	Same	6
Mead Bros. Excavating, Inc.			
Balkema Excavating, Inc.			
Robert Bailey Contractors, Inc.			
Weick Bros., Inc.			
Milbocker and Sons, Inc.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

87685A

Kalamazoo County

20.00 %

Federal Highway Administration Funds

80.00 %

Selection: Low bid.

Zip Code: 49002.

160. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610031
 PROJECT HPSL 24047-88237
 LOCAL AGRMT. 06-5432
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2007

ENG. EST.
 \$ 62,148.00

LOW BID
 \$ 52,465.79

% OVER/UNDER EST.
 -15.58 %

0.68 mi of hot mix asphalt ultra-thin overlay and pavement markings on Mitchell Road from Petoskey east city limit to Division Road, Emmet County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 52,465.79	Same	1 **
Payne & Dolan, Inc.	\$ 62,289.81	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the reconstruction and widening of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

88237A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds will have to be returned to the federal government for use in another federal-aid project, possibly not in the state of Michigan.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49770.

161. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610033
 PROJECT ST 63459-88260
 LOCAL AGRMT. 06-5433
 START DATE - APRIL 15, 2007
 COMPLETION DATE - JUNE 15, 2007

ENG. EST.
 \$ 1,926,762.95
 LOW BID
 \$ 1,777,546.40
 % OVER/UNDER EST.
 -7.74 %

1.12 mi of roadwork to construct a roundabout including earthwork, pavement removal, drainage work, hot mix asphalt paving, concrete paving and restoration on Maple Road at the intersection of Drake Road, in Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
L. D'Agostini & Sons, Inc.	\$ 1,777,546.40	Same	1 **
Dan's Excavating, Inc.	\$ 1,833,618.06	Same	2
Angelo Iafrate Construction Company	\$ 1,858,376.41	Same	3
Sunset Excavating, Inc.	\$ 1,908,901.59	Same	4
South Hill Construction Company	\$ 1,919,564.63	Same	5
Pamar Enterprises, Inc.	\$ 1,929,840.73	Same	6
DeAngelis Landscape, Inc.	\$ 1,947,795.00	Same	7
John Carlo, Inc.	\$ 1,973,668.85	Same	8
Peter A. Basile Sons, Inc.	\$ 2,056,241.87	Same	9
ABC Paving Company	\$ 2,088,747.68	Same	10
C & D Hughes, Inc.	\$ 2,162,357.30	Same	11
C.A. Hull Co., Inc.			
Ajax Paving Industries, Inc.			
Barrett Paving Materials, Inc.			
L Squared Construction, LLC.			
Abbott Construction, Inc.			
Six-S, Inc.			
Cadillac Asphalt, LLC.			
Cortis Brothers Trucking & Excav.			
DiPonio Contracting L.L.C.			
L.J. Construction, Inc.			
Fisher Contracting Company			
Pro-Line Asphalt Paving Corp.			
Fonson, Inc.			
B & V Construction, Inc.			

11 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

88260A

Oakland County

21.00 %

Federal Highway Administration Funds

79.00 %

Selection: Low bid.

Zip Code: 48322.

* Denotes a non-standard contract/amendment

162. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610034
 PROJECT STL 77475-88388
 LOCAL AGRMT. 06-5435
 START DATE - 10 days after award
 COMPLETION DATE - JULY 01, 2007

ENG. EST.
 \$ 876,701.95

LOW BID
 \$ 986,812.14

% OVER/UNDER EST.
 12.56 %

0.37 mi of road reconstruction, concrete overlay, hot mix asphalt paving, concrete curb and gutter, concrete sidewalks, traffic signal, and streetscape improvements on Main Street from Meier Street to Aldrich Street, in the village of Capac, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pamar Enterprises, Inc.	\$ 986,812.14	Same	1 **
John Carlo, Inc.	\$ 991,228.80	Same	2
Florence Cement Company	\$ 1,031,461.44	Same	3
Tony Angelo Cement Construction Co.	\$ 1,051,133.81	Same	4
Eastlund Concrete Construction	\$ 1,058,619.22	Same	5
Cortis Brothers Trucking & Excav.	\$ 1,088,270.01	Same	6
Zito Construction Co.	\$ 1,106,191.29	Same	7
Angelo Iafrate Construction Company	\$ 1,125,709.06	Same	8
Abbott Construction, Inc.	\$ 1,150,323.61	Same	9
L Squared Construction, LLC.	\$ 1,223,518.20	Same	10
Posen Construction, Inc.	\$ 1,236,616.47	Same	11
Warren Contractors & Development	\$ 1,376,196.90	Same	12
C & D Hughes, Inc.			
Kelcris Corporation			
Six-S, Inc.			
ABC Paving Company			

12 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

88388A

Village of Capac	48.65 %
Federal Highway Administration Funds	51.35 %

Selection: Low bid.

Zip Code: 48014.

163. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610035
 PROJECT STE 39406-72142, ETC
 LOCAL AGRMT. 06-5440
 START DATE - 10 days after award
 COMPLETION DATE - MAY 15, 2009

ENG. EST.
 \$ 1,729,524.00
 LOW BID
 \$ 1,713,000.00
 % OVER/UNDER EST.
 -0.96 %

Wildflower plantings on North Westnedge Avenue from G Avenue northerly to D Avenue and 4.0 mi of hot mix asphalt cold milling, crushing and shaping, and resurfacing, earthwork, tree removal, and drainage improvements on North Westnedge Avenue from Mosel Avenue northerly to D Avenue, Kalamazoo County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Robert Bailey Contractors, Inc.	\$ 1,713,000.00	Same	1 **
Hoffman Bros., Inc.	\$ 1,731,711.20	Same	2
Brenner Excavating, Inc.	\$ 1,781,735.20	Same	3
Peters Construction Co.	\$ 1,787,925.36	Same	4
Nashville Construction Company	\$ 1,790,221.15	Same	5
Milbocker and Sons, Inc.	\$ 1,819,689.00	Same	6
Maclean Construction Company			
Aggregate Industries-Central Region			
Northern Construction Services, Co.			
Balkema Excavating, Inc.			
Tri-Valley Landscaping, Inc.			
Mead Bros. Excavating, Inc.			
Michigan Paving & Materials Co.			
DeAngelis Landscape, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the resurfacing of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

72142A		
Kalamazoo County		20.00 %
Federal Highway Administration Funds		80.00 %
82695A		
Kalamazoo County		20.00 %
Federal Highway Administration Funds		80.00 %

* Denotes a non-standard contract/amendment

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49004.

164.	LETTING OF OCTOBER 06, 2006 PROPOSAL 0610036 PROJECT EDDF 58555-75514 LOCAL AGRMT. 06-5442 START DATE - 10 days after award COMPLETION DATE - JUNE 15, 2007	ENG. EST. \$ 544,788.00	LOW BID \$ 498,548.65
			% OVER/UNDER EST. -8.49 %

1.59 mi of hot mix asphalt resurfacing, cold milling, aggregate shoulders, intersection improvements, and guardrail on Sterns Road from Memorial Highway to the Sylvania Petersburg Road east junction, Monroe County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Gerken Paving, Inc.	\$ 498,548.65	Same	1 **
Ajax Paving Industries, Inc.	\$ 532,614.02	Same	2
Cadillac Asphalt, LLC.	\$ 536,612.50	Same	3
Barrett Paving Materials, Inc.	\$ 548,991.80	Same	4
ABC Paving Company			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the resurfacing of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

* Denotes a non-standard contract/amendment

Funding Source:

75514A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49267.

165.	LETTING OF OCTOBER 06, 2006	ENG. EST.	LOW BID
	PROPOSAL 0610045	\$ 419,246.00	\$ 387,779.40
	PROJECT STH 39609-86103		
	LOCAL AGRMT. 06-5378		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 75 working days		-7.51 %

0.36 mi of intersection improvements and traffic signal work on Crosstown Parkway at Howard Street in the city of Kalamazoo, Kalamazoo County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 387,784.40	\$ 387,779.40	1 **
Nashville Construction Company	\$ 433,612.75	Same	2
Northern Construction Services, Co.	\$ 442,277.92	Same	3
Peters Construction Co.	\$ 449,664.68	Same	4
Brenner Excavating, Inc.	\$ 477,847.79	Same	5
Kamminga & Roodvoets, Inc.	\$ 486,495.11	Same	6
Balkema Excavating, Inc.			
Milbocker and Sons, Inc.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

86103A

Federal Highway Administration Funds	79.21 %
City of Kalamazoo	20.79 %

Selection: Low bid.

Zip Code: 49007.

* Denotes a non-standard contract/amendment

11/1/06

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166. LETTING OF OCTOBER 06, 2006
 PROPOSAL 0610046
 PROJECT HPP 82457-52174
 LOCAL AGRMT. 06-5441
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 30, 2008

ENG. EST.
 \$ 10,335,376.80

LOW BID
 \$ 10,170,387.92

% OVER/UNDER EST.
 -1.60 %

0.74 km of railroad grade separation and concrete pavement reconstruction, drainage improvements, watermain relocations, pump house construction, 2 span steel I beam bridge and pavement markings on Sheldon Road from 120 m south of Nantucket to 100 m north of M-14 overpass in the city of Plymouth, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Co.	\$ 10,170,387.92	Same	1 **
Posen Construction, Inc.	\$ 10,333,940.86	Same	2
Dan's Excavating, Inc.	\$ 10,434,067.30	Same	3
Anlaan Corporation	\$ 10,977,056.23	Same	4
Angelo Iafrate Construction Company	\$ 10,994,515.73	Same	5
L. D'Agostini & Sons, Inc.	\$ 12,048,024.45	Same	6
C.A. Hull Co., Inc.			
Six-S, Inc.			
Hardman Construction, Inc.			
Ajax Paving Industries, Inc.			
E. C. Korneffel Co.			
ABC Paving Company			
E.T. MacKenzie Company			
Fisher Contracting Company			
DeAngelis Landscape, Inc.			
Sunset Excavating, Inc.			
Peter A. Basile Sons, Inc.			
John Carlo, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the reconstruction and widening of a predetermined portion or entire highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

52174A	
Wayne County	12.56 %
Federal Highway Administration Funds	69.95 %

* Denotes a non-standard contract/amendment

State Restricted Trunkline Funds

17.49 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48170.

EXTRAS

167. Extra 2006 - 141

Control Section/Job Number: 06111-55125 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras and also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Payne & Dolan, Inc.
P O Box 351
Gladstone, MI 49837

Designed By: MDOT
Engineer's Estimate: \$27,537,563.80

Description of Project:

13.21 miles of rubblizing and resurfacing, hot mix asphalt overlay, culvert rehabilitation, culvert replacement, and guardrail upgrades on I-75 from Lincoln Road to the Arenac/Ogemaw County line and bridge rehabilitation on M-33 over I-75, and the M-33 connector over Lake State Railway and old M-76 in Adams, Deep River, and Moffatt Townships, Arenac County.

Administrative Board Approval Date:	June 21, 2005	
Contract Date:	July 20, 2005	
Original Contract Amount:	\$29,089,992.02	
Total of Overruns/Changes (Approved to Date):	2,923,268.86	+ 10.05%
Total of Extras/Adjustments (Approved to Date):	741,391.09	+ 2.55%
Total of Negative Adjustments (Approved to Date):	(138,138.35)	- 0.47%
THIS REQUEST	<u>1,146,980.55</u>	<u>+ 3.94%</u>
Revised Total	<u>\$33,763,494.17</u>	+ 16.07%

Offset Information

Total Offsets This Request	(\$848,981.50)	- 2.92%
Net Revised Request	\$297,999.05	+ 1.02%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.13% over the original budget for an **Authorized to Date Amount** of \$32,616,513.62.

Approval of this extra will place the authorized status of the contract 16.07% or \$4,673,502.15 over the **Original Contract Amount**.

* Denotes a non-standard contract/amendment

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-136	12	\$686,000.00	10/03/06

Contract Modification Number(s): 1, 21

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Underdrain, PDS, Open-Graded, 18 inch	273,865.000 Ft @ \$3.06/Ft	<u>\$838,026.90</u>
Total		<u>\$838,026.90</u>

CM 1 Offset Information

Underdrain, Pipe, Open-Graded, 4 inch	-273,865.000 Ft @ \$3.10/Ft	<u>(\$848,981.50)</u>
Total		<u>(\$848,981.50)</u>

Net Revised CM 1 Request	<u>(\$10,954.60)</u>
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CM 21

Aggregate Surface Cse	18,014.790 Ton @ \$17.15/Ton	<u>\$308,953.65</u>
Total		<u>\$308,953.65</u>

Grand Total

\$1,146,980.55

Total Offsets This Request	<u>(\$848,981.50)</u>
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Net Revised Request	<u>\$297,999.05</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 1

The contractor proposed to change the as planned 4 inch underdrain pipe to a 12 inch PDS drainage system. The engineer reviewed the proposal and believed a 12 inch system would not be adequate. The contractor then proposed an 18 inch drainage system, which was approved with a contract savings of \$10,954.60. The extra cost for Underdrain, PDS, Open-Graded, 18 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. The cost is completely offset by an \$848,981.50 reduction in the original bid item listed above.

CM 21

The extra work item Aggregate Surface Cse was established on a previous contract modification. This increase will adjust the previously authorized quantity to the final as-constructed quantity.

The typical cross sections in the project plans require superelevation corrections, but do not include a pay item for this work nor was the work incidental to other bid items. The aggregate material will provide a wedge layer over the rubblized surface to correct the roadway superelevations prior to placement of asphalt. The quantity of aggregate material was originally estimated and this extra will compensate the contractor for final field measurements. The extra cost for Aggregate Surface Cse was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on November 8, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48659.

168. **Extra 2006 - 142**

Control Section/Job Number:	25544-56263	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Genoak Construction Company P.O. Box 182 Holly, MI 48442	
Designed By:	Rowe, Inc.	
Engineer's Estimate:	\$3,138,478.28	
Description of Project:	Widen from two to five lanes, curb and gutter, and storm sewer and water main on Elms Road from Corunna Road (M-21) to Calkins Road, Genesee County.	
Administrative Board Approval Date:	September 7, 2004	
Contract Date:	September 17, 2004	

* Denotes a non-standard contract/amendment

Original Contract Amount:	\$3,135,138.74	
Total of Overruns/Changes (Approved to Date):	(25,264.11)	- 0.81%
Total of Extras/Adjustments (Approved to Date):	518,426.25	+ 16.54%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>2,624.40</u>	<u>+ 0.08%</u>
Revised Total	<u>\$3,630,925.28</u>	+ 15.81%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.73% over the original budget for an **Authorized to Date Amount** of \$3,628,300.88.

Approval of this extra will place the authorized status of the contract 15.81% or \$495,786.54 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-112	1 r. 2	\$452,744.30	10/04/05
2006-044	3	\$141,753.48	04/04/06

Contract Modification Number(s): 4 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4

Cobblestone Slope, Special	60.000 Syd @ \$35.00/Syd	\$2,100.00
Pavt Mrkg, Type NR, Tape, 4", White, T	852.000 Ft @ \$0.30/Ft	255.60
Pavt Mrkg, Type NR, Tape, 4", Yellow, T	896.000 Ft @ \$0.30/Ft	268.80
Total		<u>\$2,624.40</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor was directed to stabilize the roadway slope behind the curb and gutter in one project area. The side slope was too severe after placement of the final roadway cross section and erosion would have occurred. The stabilization will prevent soil erosion and maintain the roadway side slope. The extra cost for Cobblestone Slope, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work in MDOT's Average Unit Price Index.

The contractor was directed to place temporary tape pavement markings to delineate traffic lanes after asphalt paving. The temporary markings will increase safety for the traveling public and properly depict the traffic lanes. The extra cost for Pavt Mrkg, Type NR, Tape, 4", White, T and Pavt Mrkg, Type NR, Tape, 4", Yellow, T was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on November 8, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 80%; Genesee County, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48532.

169. **Extra 2006 - 143**

Control Section/Job Number:	46062-80354	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	C.A. Hull Co., Inc. 8177 Goldie Rd. Walled Lake, MI 48390	
Designed By:	HNTB Michigan, Inc.	
Engineer's Estimate:	\$223,700.12	

Description of Project:

Bridge rehabilitation including joint replacement, thin epoxy overlay, steel repairs, deck, sidewalk, and substructure patching on US-223 over the River Raisin, in the village of Blissfield, Lenawee County.

Administrative Board Approval Date:	September 20, 2005	
Contract Date:	October 13, 2005	
Original Contract Amount:	\$274,485.03	
Total of Overruns/Changes (Approved to Date):	(43,730.35)	- 15.93%
Total of Extras/Adjustments (Approved to Date):	880.00	+ 0.32%
Total of Negative Adjustments (Approved to Date):	(880.00)	- 0.32%
THIS REQUEST	<u>57,818.18</u>	<u>+ 21.06%</u>
Revised Total	<u>\$288,572.86</u>	+ 5.13%

SUMMARY:

* Denotes a non-standard contract/amendment

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.93% under the original budget for an **Authorized to Date Amount** of \$230,754.68.

Approval of this extra will place the authorized status of the contract 5.13% or \$14,087.83 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 8

Minor Traffic Devices, Adjustment	1.000 LS @ \$57,818.18/LS	<u>\$57,818.18</u>
Total		<u>\$57,818.18</u>

Reason(s) for Extra(s)/Adjustment(s):

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time, when liquidated damages are not assessed. This project had two approved extensions of time for 30 and 23 days each without the assessment of liquidated damages. Traffic control devices were required during the extended time frame and each of these items was included in the original lump sum bid item of Minor Traf Devices. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Minor Traffic Devices, Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on November 8, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49228.

170. **Extra 2006 - 144**

Control Section/Job Number:

61407-84349

Local Agency Project

* Denotes a non-standard contract/amendment

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan Hoe Excavating, Inc.
13664 Rocky's Road
Holland, MI 49424

Designed By: Fishbeck, Thompson, Carr & Huber, Inc.
Engineer's Estimate: \$920,536.75

Description of Project:

0.30 miles of road reconstruction, storm sewer improvements, water main construction, hot mixed asphalt paving, and restoration on Glenside Boulevard from Greenwich Road to the Michigan Shore Railroad tracks, in the city of Roosevelt Park, Muskegon County.

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	May 5, 2006	
Original Contract Amount:	\$788,238.25	
Total of Overruns/Changes (Approved to Date):	11,030.00	+ 1.40%
Total of Extras/Adjustments (Approved to Date):	31,162.00	+ 3.95%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>35,300.00</u>	<u>+ 4.48%</u>
Revised Total	<u>\$865,730.25</u>	+ 9.83%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.35% over the original budget for an **Authorized to Date Amount** of \$830,430.25.

Approval of this extra will place the authorized status of the contract 9.83% or \$77,492.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Sanitary Sewer Lowering at Station 2+65	1.000 Ea @ \$9,000.00/Ea	\$9,000.00
Sanitary Sewer Lowering at Station 11+08	1.000 Ea @ \$12,500.00/Ea	12,500.00
Bypass Pumping for Storm Sewer Placement	1.000 Ea @ \$13,800.00/Ea	<u>13,800.00</u>
Total		<u>\$35,300.00</u>

Reason(s) for Extra(s)/Adjustment(s):

* Denotes a non-standard contract/amendment

The existing sanitary sewer was in conflict with the proposed storm sewer at two locations. The contractor was directed to place a sanitary sewer manhole at these locations and lower the existing sanitary sewer. The lowering also included the change to ductile iron pipe to facilitate proper placement of the sanitary sewer. The extra cost for Sanitary Sewer Lowering at Station 2+65 and Sanitary Sewer Lowering at Station 11+08 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals from the contractor.

Under normal conditions, a segment of the existing storm sewer was operating at approximately half capacity. This was a result of the five auxiliary pumps connected to the storm system. The presence of these pumps was not shown on the project plans. The contractor was directed to develop a bypass pumping system to divert storm water during construction, as a significant portion of the proposed sewer was placed in the same alignment as the existing sewer. This extra work is 100 percent funded by the local agency. The extra cost for Bypass Pumping for Storm Sewer Placement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals from the contractor.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; City of Roosevelt Park, 18.15% (see above for specific pay item funding).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49441.

171. **Extra 2006 - 145**

Control Section/Job Number:	63081-45715	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	CH2M Hill Michigan, Inc.	
Engineer's Estimate:	\$26,681,037.97	

* Denotes a non-standard contract/amendment

Description of Project:

3.02 miles of freeway and ramp reconstruction, concrete pavement and shoulders, concrete pavement repairs, concrete pavement inlay, bridge rehabilitation on 5 structures, lighting, MITS, signing, and pavement marking on M-10 from Beck Road to Lahser Road, in the city of Southfield, Oakland County. This project includes a 5-year material and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$26,358,391.07	
Total of Overruns/Changes (Approved to Date):	(376,428.26)	- 1.43%
Total of Extras/Adjustments (Approved to Date):	1,720,802.88	+ 6.53%
Total of Negative Adjustments (Approved to Date):	(3,600.00)	- 0.01%
THIS REQUEST	<u>\$868,788.50</u>	<u>+ 3.30%</u>
Revised Total	<u>\$28,567,954.19</u>	+ 8.39%

Offset Information

Total Offsets This Request	(888,368.25)	- 3.37%
Net Revised Request	(\$19,579.75)	- 0.07%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.09% over the original budget for an **Authorized to Date Amount** of \$27,699,165.69.

Approval of this extra will place the authorized status of the contract 8.39% or \$2,209,563.12 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-094	1	\$193,444.75	07/05/06
2006-129	5 r. 1	\$1,400,000.00	09/05/06

Contract Modification Number(s): 6 r. 1, 8

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6

CP, Misc, Non-Reinf, 11" HP (Ajax)	2,294.000 Syd @ \$75.00/Syd	\$172,050.00
CP, Non-Reinf, 11" HP (Ajax)	9,207.000 Syd @ \$61.00/Syd	561,627.00
Conc. Shoulder Non, Modified (Ajax)	2,514.000 Syd @ \$39.00/Syd	98,046.00
Total		<u>\$831,723.00</u>

CM 6 Offset Information

Conc Pavt, Misc, Reinf, 11 inch, High Performance	-2,294.000 Syd @ \$75.00/Syd	(\$172,050.00)
Conc Pavt, Reinf, 11 inch, High Performance	-9,207.000 Syd @ \$61.00/Syd	(561,627.00)
Shoulder, Reinf Conc, High Performance	-2,514.000 Syd @ \$39.00/Syd	(98,046.00)
Joint, Contraction, C	-3,835.000 Ft @ \$13.95/Ft	(53,498.25)
Joint, Contraction, C3	-1,049.000 Ft @ \$3.00/Ft	(3,147.00)
Total		(\$888,368.25)

Net Revised CM 6 Request (\$56,645.25)

CM 8

Temp. Conc. Barrier Ending, Detail 4 Furn. & Oper.	1.000 Ea @ 1,050.00/Ea	\$1,050.00
Subgrade Undercutting, Type II	1,795.410 Cyd @ \$19.27/Cyd	34,597.55
Fence Gate, 16', for 48" Chain Link Fence	1.000 Ea @ \$1,417.95/Ea	1,417.95
Total		<u>\$37,065.50</u>

Grand Total **\$868,788.50**

* Denotes a non-standard contract/amendment

Total Offsets This Request
Net Revised Request

(\$888,368.25)
(\$19,579.75)

Reason(s) for Extra(s)/Adjustment(s):

CM 6

The project plans call for placement of an 11 inch reinforced concrete pavement inlay. There were concerns with the placement of this pavement section. A ramp lane adjacent to this inlay section was recently reconstructed with non-reinforced concrete pavement with a warranty. The engineer determined that in order to maintain the performance of the pavement and the warranty it would be best to match the existing pavement type and joint pattern. The joints should match across the new pavement sections to properly maintain the warranty and performance of the pavement. These concerns were discussed with region office personnel prior to incorporation. Therefore, the contractor was allowed to place 11 inch non-reinforced concrete pavement in conjunction with providing a 5 year pavement workmanship and materials warranty.

This work also included a change in the shoulder section to non-reinforced concrete to match the mainline pavement section. The extra unit cost is the same as the original bid unit cost. The extra costs for CP, Misc, Non-Reinf, 11" HP (Ajax); CP, Non-Reinf, 11" HP (Ajax); and Conc. Shoulder Non, Modified (Ajax) were negotiated per Section 103.004 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar original bid items. This extra work is completely offset by an \$888,368.25 offset in the original items listed above.

CM 8

The following extra work items were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

The contractor was directed to place several temporary concrete barrier endings to facilitate staged traffic during construction staging and median closures. These endings will provide a safe work zone for the traveling public. The extra cost for Temp. Conc. Barrier Ending, Detail 4 Furn. & Oper. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The contractor was directed to remove and replace poor soil areas while constructing the project roadway. These areas were reviewed by the region soils engineer. The extra cost for Subgrade Undercutting, Type II was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The following item was newly established on this contract modification.

The contractor was directed to place a gate in the chain link fence near the Pernick Drain. Region maintenance personnel requested a gate be placed for future clean-out of the drain. This will provide access to the site for maintenance personnel and equipment. The extra cost for Fence Gate, 16', for 48" Chain Link Fence was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

* Denotes a non-standard contract/amendment

These Extras were recommended for approval by the State Transportation Commission at its October 26, 2006, meeting, and are now recommended for approval by the State Administrative Board on November 8, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 16.17%; City of Southfield, 1.98%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48037.

172. **Extra 2006 - 146**

Control Section/Job Number:	63081-84759	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Action Traffic Maintenance, Inc. 5182 South Saginaw Flint, MI 48507	
Designed By:	CH2M Hill Michigan, Inc.	
Engineer's Estimate:	\$1,279,394.04	
Description of Project:		
2.38 miles of permanent signing on M-10 from Beck Road to Lahser Road and on I-696 at the Franklin Road interchange, in the city of Southfield, Oakland County.		
Administrative Board Approval Date:	March 21, 2006	
Contract Date:	March 24, 2006	
Original Contract Amount:	\$1,345,437.15	
Total of Overruns/Changes (Approved to Date):	(389,270.00)	- 28.93%
Total of Extras/Adjustments (Approved to Date):	194,800.00	+ 14.48%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>231,131.00</u>	<u>+ 17.18%</u>
Revised Total	<u>\$1,382,098.15</u>	+ 2.73%
<u>Offset Information</u>		
Total Offsets This Request	(\$402,625.00)	- 29.93%
Net Revised Request	(\$171,494.00)	- 12.75%

* Denotes a non-standard contract/amendment

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.45% under the original budget for an **Authorized to Date Amount** of \$1,150,967.15.

Approval of this extra will place the authorized status of the contract 2.73% or \$36,661.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-87	1	\$194,800.00	07/05/06

Contract Modification Number(s): 2 r. 1, 3, 4

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Sign Type III, Erect, Salv	2.000 Ea @ \$55.00/Ea	\$110.00
Sign, Type I, Erect, Salv	1.000 Ea @ \$550.00/Ea	<u>550.00</u>
Total		<u>\$660.00</u>

CM 3

Fnd, Cantilever Sign Structure Type E, 48" Dia, Uncased	28.000 Ft @ \$795.00/Ft	\$22,260.00
Fnd, Cantilever Sign Structure Type E, 48" Dia, Cased	31.000 Ft @ \$901.00/Ft	<u>27,931.00</u>
Total		<u>\$50,191.00</u>

CM 3 Offset Information

Fnd, Cantilever Sign Structure Type E, 42" Dia, Cased	-31.000 Ft @ \$645.00/Ft	(\$19,995.00)
Fnd, Cantilever Sign Structure Type E, 42" Dia, Uncased	-28.000 Ft @ \$595.00/Ft	<u>(16,660.00)</u>
Total		<u>(\$36,655.00)</u>

Net Revised CM 3 Request \$13,536.00

CM 4

Type D Steel Truss 125'	1.000 Ea @ \$68,000.00/Ea	\$68,000.00
Type Truss D, Foundation	4.000 Ea @ \$11,500.00/Ea	46,000.00
Type D Steel Truss 120'	1.000 Ea @ \$66,280.00/Ea	<u>66,280.00</u>
Total		<u>\$180,280.00</u>

CM 4 Offset Information

Fdn, Truss Sign Structure Type E, 48" Dia, Cased	-126.000 Ft @ \$795.00/Ft	(\$100,170.00)
Fdn, Truss Sign Structure Type E, 48" Dia, Uncased	-40.000 Ft @ \$595.00/Ft	(23,800.00)
Truss, Type E	-2.000 Ea @ \$121,000.00/Ea	(242,000.00)
Total		<u>(\$365,970.00)</u>

Net Revised CM 4 Request (\$185,690.00)

Grand Total **\$231,131.00**

Total Offsets This Request (\$402,625.00)

Net Revised Request (\$171,494.00)

Reason(s) for Extra(s)/Adjustment(s):**CM 2**

Three existing signs were in conflict with the proposed construction work. The contractor was directed to remove, salvage, and reinstall the signs. The extra cost for Sign Type III, Erect, Salv and Sign, Type I, Erect, Salv was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar work on region projects.

CM 3

The contractor was directed to change the as planned 42 inch diameter cantilever foundations to 48 inch diameter cantilever foundations. This change was directed due to a conflict with the steel reinforcement and anchor bolt configuration as depicted on the plans. A revised foundation detail was issued by the Traffic and Safety Division in relation to this change. The extra cost for Fnd, Cantilever Sign Structure Type E, 48" Dia, Uncased and Fnd, Cantilever Sign Structure Type E, 48" Dia, Cased was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work in MDOT's Average Unit Price Index, and the additional concrete and excavation work required. This extra work is partially offset by a \$36,655 reduction in the original bid items Fnd, Cantilever Sign Structure Type E, 42" Dia, Cased and Fnd, Cantilever Sign Structure Type E, 42" Dia, Uncased.

CM 4

The extra work items Type D Steel Truss 125' and Type Truss D, Foundation were established on a previous contract modification. The extra work item Type D Steel Truss 120' is newly established on this contract modification.

A previous contract modification changed two of the four Type E trusses to type D trusses to allow the expediting of work, which was critical for staged work on the M-10 reconstruction project. The M-10 project was let independently, controls the schedule on this project per contract documents, involves more road work, and is more critical to mobility in the region. Therefore, the contractor was directed to change the two remaining type E steel trusses to type D because of concerns with fabrication and delivery issues, and the accelerated schedule of the M-10 reconstruction project. The change in trusses will significantly accelerate the completion of this work and will provide the necessary overhead signage for the M-10 project.

* Denotes a non-standard contract/amendment

The extra cost for Type D Steel Truss 125'; Type Truss D, Foundation; and Type D Steel Truss 120' was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index. This extra work is completely offset by a \$365,970 reduction in the original bid items, as shown above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its October 26, 2006, meeting, and are now recommended for approval by the State Administrative Board on November 8, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.59%; State Restricted Trunkline, 18.09%; City of Southfield, 0.32%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48037.

173. **Extra 2006 - 147**

Control Section/Job Number:	82111-75706	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Posen Construction, Inc. 50500 Design Lane Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$6,061,876.84	

Description of Project:

Deck replacement and other rehabilitation on Washington Boulevard over M-10, 0.21 miles of decorative fencing and lighting in the Cobo Hall tunnel, 0.31 miles of hot mix asphalt resurfacing, streetscaping, and traffic signal work on Washington Boulevard from Larned Street to Jefferson Avenue and eastbound Jefferson Avenue from the Atwater Ramp to north of Shelby Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	December 21, 2004	
Contract Date:	January 12, 2005	
Original Contract Amount:	\$6,872,969.92	
Total of Overruns/Changes (Approved to Date):	269,272.22	+ 3.92%
Total of Extras/Adjustments (Approved to Date):	408,111.93	+ 5.94%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>51,936.05</u>	<u>+ 0.76%</u>
Revised Total	<u>\$7,602,290.12</u>	+ 10.62%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.86% over the original budget for an **Authorized to Date Amount** of \$7,550,354.07.

Approval of this extra will place the authorized status of the contract 10.62% or \$729,320.20 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 10

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Extra – Blue Light Fixture Relocations		\$31,094.05
Extra – Future Canopy Piers		18,630.00
Extra – Remove Spec. Marks	1,400.000 Sft @ \$1.58/Sft	<u>2,212.00</u>
Total		<u>\$51,936.05</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor was directed to relocate the blue lights, utilized on the project, to illuminate the roadway stainless steel fencing. The as-planned location was not providing the desired lighting effect. Furthermore, while relocating the lights the contractor was directed to repair lights that had been damaged by water. The extra cost for Extra – Blue Light Fixture Relocations is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The Detroit Economic Growth Corporation requested piers be installed in the bridge abutments for a proposed canopy at the entrance to Cobo Hall. The extra cost for Extra – Future Canopy Piers was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the region. This extra work is funded with \$18,630 Detroit Economic Growth Corporation Funds.

The contractor was directed to remove special markings that conflicted with the temporary traffic plan and the final pavement markings. A pay item for this work was inadvertently omitted from the original bid items. The extra cost for Extra – Remove Spec. Marks was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. This extra work is funded with \$1,769.60 FHWA Funds and \$442.40 State Restricted Trunkline Funds.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted

* Denotes a non-standard contract/amendment

to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 87.50%; City of Detroit, 12.50% (see above for specific pay item funding).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48226.

174. **Extra 2006 - 148**

Control Section/Job Number:	82457-56236	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Cadillac Asphalt, LLC. P. O. Box 87248 Canton, MI 48188	
Designed By:	Ayres, Lewis, Norris & May, Inc.	
Engineer's Estimate:	\$835,678.05	

Description of Project:

0.8 kilometers of concrete base widening, bituminous resurfacing with pavement rehabilitation, concrete pavement construction, drainage structures, storm sewer and adjusting drainage structures, pavement marking, and restoration on Sheldon Road from Ann Arbor Trail to the CSX Railroad, Wayne County.

Administrative Board Approval Date:	July 5, 2005	
Contract Date:	August 1, 2005	
Original Contract Amount:	\$965,495.15	
Total of Overruns/Changes (Approved to Date):	(57,845.02)	- 5.99%
Total of Extras/Adjustments (Approved to Date):	70,929.73	+ 7.35%
Total of Negative Adjustments (Approved to Date):	(5,390.54)	- 0.56%
THIS REQUEST	<u>11,971.57</u>	<u>+ 1.24%</u>
Revised Total	<u>\$985,160.89</u>	+ 2.04%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.80% under the original budget for an **Authorized to Date Amount** of \$973,189.32.

Approval of this extra will place the authorized status of the contract 2.04% or \$19,665.74 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-080	9 r. 2	\$49,946.51	06/20/06

Contract Modification Number(s): 10 r. 1, 14, 15 r. 2, 16 r. 1, 19 r. 1, 20

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 10

Aggregate Base 150mm, Mod.	47.300 m2 @ \$8.40/m2	\$397.32
Aggregate Base, 200mm	57.700 m2 @ \$10.10/m2	<u>582.77</u>
Total		<u>\$980.09</u>

CM 14

Detail 'M' Curb Extra	1.000 LS @ \$1,280.00/LS	<u>\$1,280.00</u>
Total		<u>\$1,280.00</u>

CM 15

Fire Hydrant Relocation	1.000 LS @ \$8,820.00/LS	<u>\$8,820.00</u>
Total		<u>\$8,820.00</u>

CM 16

Sign Type B, Temp Adjustment		<u>\$376.48</u>
Total		<u>\$376.48</u>

CM 19

Stump, Rem, 451 to 900 mm	1.000 Ea @ \$240.00/Ea	<u>\$240.00</u>
Total		<u>\$240.00</u>

CM 20

Sprinkler Relocation	1.000 LS @ \$275.00/LS	<u>\$275.00</u>
Total		<u>\$275.00</u>

Grand Total

\$11,971.57

Reason(s) for Extra(s)/Adjustment(s):**CM 10**

The extra work items Aggregate Base 150mm, Mod. and Aggregate Base, 200mm were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

Several existing driveways on this project were originally constructed of asphalt material. It is the local agency's policy to replace driveways in kind; however, the project plans depict the placement of concrete material. The contractor was directed to reconstruct these driveways with asphalt material. The cost for Aggregate Base 150mm, Mod. and Aggregate Base, 200mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable based on similar work on local projects. This work was completely offset by an \$8,333.05 previous reduction in the original bid items Concrete Pavement, Nonreinf, 200 millimeter, Modified and Concrete Pavement, Nonreinf, 150 millimeter, Modified.

CM 14

The contractor was directed to place commercial drive openings, "M" details, at all commercial concrete driveways. There was no special provision or detail provided in the project plans, however Wayne County's policy is to upgrade commercial driveways to the current MDOT standard for driveways. The extra cost for Detail 'M' Curb Extra was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work in the Region.

CM 15

The project plans depict the relocation of fire hydrants by the local agency. The local agency requested the contractor to complete the work as required. This extra work is 100 percent funded by the local agency. The extra cost for Fire Hydrant Relocation was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on local agency projects.

CM 16

Section 812.04 of the 1996 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had two approved extensions of time for 12 and 5 days each without the assessment of liquidated damages. An arrow board and several signs were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Sign Type B, Temp Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04 of the 1996 Standard Specifications for Construction.

CM 19

The contractor was directed to remove a tree stump that conflicted with right-of-way construction grading operations after widening the project roadway. The extra cost for Stump, Rem, 451 to 900 mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work in the region.

CM 20

The widening of the project roadway lessened the distance between the back of the curb and the right-of-way, which increased the grade difference from the right-of-way line to the curb drop for sidewalk ramps. Additional sidewalk had to be removed to obtain a suitable slope for the new Americans with Disabilities Act compliant sidewalk ramps. The additional work made it necessary to remove and relocate a portion of an existing sprinkler system not originally anticipated to be in conflict with the proposed work. The extra cost for Sprinkler Relocation was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in the region.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; Wayne County, 18.15% (see above for specific pay item funding).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

175. **Extra 2006 - 149**

Control Section/Job Number:	09032-56922	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Anlaan Corporation P.O. Box 333 Ferryburg, MI 49409	
Designed By:	MDOT	
Engineer's Estimate:	\$3,247,492.40	

Description of Project:

Overlay, joint replacement, railing replacement, bearing replacement, diaphragm replacement, beam end repair, steel repair, deck patching, and lighting and painting on 3 structures on M-13/M-84, east and west channel, and M-25 over the Saginaw River in the city of Bay City, Bay County.

Administrative Board Approval Date:	November 1, 2005	
Contract Date:	December 8, 2005	
Original Contract Amount:	\$3,763,218.85	
Total of Overruns/Changes (Approved to Date):	9,797.67	+ 0.26%
Total of Extras/Adjustments (Approved to Date):	383,572.10	+ 10.19%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>16,873.43</u>	<u>+ 0.45%</u>
Revised Total	<u>\$4,173,462.05</u>	+ 10.90%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.45% over the original budget for an **Authorized to Date Amount** of \$4,156,588.62.

Approval of this extra will place the authorized status of the contract 10.90% or \$410,243.20 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-83	2 r. 1	\$380,035.00	7/05/06

Contract Modification Number(s): 3 r. 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Remove Pilasters	4.000 Ea @ \$3,949.53/Ea	\$15,798.12
Tree, Rem, 19 inch to 36 inch	1.000 Ea @ \$1,075.31/Ea	<u>1,075.31</u>
Total		<u>\$16,873.43</u>

Reason(s) for Extra(s)/Adjustment(s):

Four existing pilasters (concrete columns) were deteriorated with heavy spalling and cracking. The project plans called for the proposed bridge railing to connect to these columns. It was decided to remove the columns as they were not safe for connection or incorporation into the project. Therefore, the contractor was directed to remove the pilasters and this work included installation of horizontal adhesive anchors, grinding, and sandblasting. The extra cost for Remove Pilasters was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on the project.

An existing tree was in conflict with the placement of proposed rip rap. The contractor was directed to remove the tree. The extra cost for Tree, Rem, 19 inch to 36 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on November 8, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48706.

176. **Extra 2006 - 150**

Control Section/Job Number: 22011-87326 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras. This project also has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Bacco Construction Company
P.O. Box 458
Iron Mountain, MI 49801

Designed By: MDOT
Engineer's Estimate: \$429,839.11

Description of Project:

2.13 miles of microsurfacing, overband crack sealing, hot mix asphalt resurfacing, cold milling, and railroad crossing removal on M-95 from Morin Street northerly to US-2 in the cities of Kingsford and Iron Mountain, Dickinson County.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 11, 2006	
Original Contract Amount:	\$571,317.15	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>274,494.43</u>	<u>+ 48.05%</u>
Revised Total	<u>\$845,811.58</u>	+ 48.05%

Offset Information

Total Offsets This Request	(\$314,782.55)	- 55.10%
Net Revised Request	(\$40,288.12)	- 7.05%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$571,317.15.

Approval of this extra will place the authorized status of the contract 48.05% or \$274,494.43 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

* Denotes a non-standard contract/amendment

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

HMA, 5E3	5,026.450 Ton @ \$54.61/Ton	<u>\$274,494.43</u>
Total		<u>\$274,494.43</u>

Offset Information

HMA Approach	-242.500 Ton @ \$80.00/Ton	(\$19,400.00)
HMA, 4C	-3,495.000Ton @ \$54.61/Ton	(190,861.95)
Micro-Surface, Warranty	-19,950.000 Syd @ \$4.74/Syd	(94,563.00)
Overband Crack Fill, Roadbed	-0.720 Rbmi @ \$13,830.00/Rbmi	(9,957.60)
Total		(\$314,782.55)

Net Revised CM 1 Request	<u>(\$40,288.12)</u>
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Reason(s) for Extra(s)/Adjustment(s):

The contractor requested a change in asphalt material, and a change from microsurface work to cold milling and resurfacing work. This change was discussed with the region bituminous engineer and approved by the engineer. The approval was granted as the cold mill and resurface process will provide a longer life extension to the existing pavement structure and a project savings was achieved. In addition, a superior quality asphalt mix was requested at no additional cost to the contract. The extra cost for HMA, 5E3 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The extra cost for HMA,5E3 is completely offset by a \$314,782.55 reduction in the original bid items listed above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on November 8, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49802.

177. **Extra 2006 - 151**

Control Section/Job Number: 82053-45693 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Angelo Iafrate Construction Company
26300 Sherwood
Warren, MI 48091

Designed By: Wade-Trim/Associates, Inc.
Engineer's Estimate: \$6,340,775.82

Description of Project:

4.26 kilometers of bituminous roadway reconstruction (northbound), bituminous resurfacing, concrete pavement repairs (southbound), guardrail upgrading, crossover construction, enclosed drainage, watermain alterations, traffic signal installation, and landscaping improvements on US-24 from I-96 northerly to Puritan Avenue (northbound) and from I-96 northerly to M-5 (southbound), in the city of Detroit and Redford Township, in Wayne County.

Administrative Board Approval Date:	May 7, 2002	
Contract Date:	May 16, 2002	
Original Contract Amount:	\$5,517,431.51	
Total of Overruns/Changes (Approved to Date):	251,709.90	+ 4.56%
Total of Extras/Adjustments (Approved to Date):	(35,062.70)	- 0.64%
Total of Negative Adjustments (Approved to Date):	(1,200.47)	- 0.02%
THIS REQUEST	<u>159,527.50</u>	<u>+ 2.89%</u>
Revised Total	<u>\$5,892,405.74</u>	+ 6.79%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.90% over the original budget for an **Authorized to Date Amount** of \$5,732,878.24.

Approval of this extra will place the authorized status of the contract 6.79% or \$374,974.23 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 26 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Contract Adjustment for Earthwork Claim	<u>\$159,527.50</u>
Total	<u>\$159,527.50</u>

* Denotes a non-standard contract/amendment

Reason(s) for Extra(s)/Adjustment(s):

The contractor filed a claim per Section 104.09 of the 1996 Standard Specifications for Construction. The claim was for additional compensation for trucking costs incurred as a result of a significant change in the character of work, per Section 103.02.B.1 of the 1996 Standard Specifications for Construction. The claim proceeded to a region level claim meeting, at which the contractor was awarded his claim request for additional compensation.

The project designer reversed the original bid quantities for earth excavation and embankment, which resulted in the project becoming an excess soil project as opposed to a fill project. The contractor's claim stated that the original bid price for earth excavation was insufficient to address the cost of trucking excess material off site. The original bid quantities indicated the earth excavation could remain on site and be used for embankment. The extra cost for Contract Adjustment for Earthwork Claim was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work and national industry trucking rates. Recovery costs are being pursued with the project designer.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: To compensate the contractor for work that was necessary to complete the project per a region level claim decision.

Benefit: The region office claim review deemed it necessary to compensate the contractor for work completed in good faith per the contract documents and as determined by a panel of independent Department personnel.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The failure to pay for this work may result in future legal actions against the Department.

Cost Reduction: The costs have been negotiated with the contractor and have been compared to similar costs to determine reasonableness.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48239.

178. Extra 2006 - 152

Control Section/Job Number:	82053-57994	MDOT Project
State Administrative Board -	This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Angelo Iafrate Construction Company 26300 Sherwood Warren, MI 48091	
Designed By:	Wade-Trim/Associates, Inc.	
Engineer's Estimate:	\$4,205,805.94	

* Denotes a non-standard contract/amendment

Description of Project:

1.901 kilometers of bituminous roadway reconstruction, enclosed drainage, watermain alterations, and traffic signal installation on US-24 northbound from Puritan Avenue northerly to M-5, in the city of Detroit and Redford Township, Wayne County.

Administrative Board Approval Date:	April 16, 2002	
Contract Date:	May 16, 2002	
Original Contract Amount:	\$3,928,627.33	
Total of Overruns/Changes (Approved to Date):	85,678.00	+ 2.18%
Total of Extras/Adjustments (Approved to Date):	(34,619.40)	- 0.88%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>108,608.50</u>	<u>+ 2.76%</u>
Revised Total	<u>\$4,088,294.43</u>	+ 4.06%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.30% over the original budget for an **Authorized to Date Amount** of \$3,979,685.93.

Approval of this extra will place the authorized status of the contract 4.06% or \$159,667.10 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 17 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 17

Contract Adjustment for Earthwork Claim	<u>\$108,608.50</u>
Total	<u>\$108,608.50</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor filed a claim per Section 104.09 of the 1996 Standard Specifications for Construction. The claim was for additional compensation for trucking costs incurred as a result of a significant change in the character of work, per Section 103.02.B.1 of the 1996 Standard Specifications for Construction. The claim proceeded to a region level claim meeting where the contractor was awarded his claim request for additional compensation.

The project designer reversed the original bid quantities for earth excavation and embankment, which resulted in the project becoming an excess soil project as opposed to a fill project. The contractor's claim stated that the original bid price for earth excavation was insufficient to address the cost of trucking excess material off site. The original bid quantities indicated the earth excavation could remain on site and be used for embankment. The extra cost for Contract Adjustment for Earthwork Claim was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work and national industry trucking rates. Recovery costs are being pursued with the project designer.

* Denotes a non-standard contract/amendment

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: To compensate the contractor for work that was necessary to complete the project per a region level claim decision.

Benefit: The region office claim review deemed it necessary to compensate the contractor for work completed in good faith per the contract documents and as determined by a panel of independent Department personnel.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The failure to pay for this work may result in future legal actions against the Department.

Cost Reduction: The costs have been negotiated with the contractor and have been compared to similar costs to determine reasonableness.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48219.

179. **Extra 2006 - 153**

Control Section/Job Number:	82123-52803	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$87,017,186.71	

Description of Project:

7.04 miles of pavement reconstruction, cold milling and resurfacing, and 35 structure rehabilitations on I-96 from west of M-39 to Roosevelt Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	(4,133,361.05)	- 5.13%
Total of Extras/Adjustments (Approved to Date):	5,181,336.14	+ 6.43%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>62,961.60</u>	<u>+ 0.08%</u>
Revised Total	<u>\$81,637,024.77</u>	+ 1.38%

Offset Information

Total Offsets This Request	(\$31,767.50)	- 0.04%
Net Revised Request	31,194.10	+ 0.04%

* Denotes a non-standard contract/amendment

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.30% over the original budget for an **Authorized to Date Amount** of \$81,574,063.17.

Approval of this extra will place the authorized status of the contract 1.38% or \$1,110,936.69 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-073	1 r. 1	\$380,033.85	07/05/05
2005-087	10	\$178,928.00	08/02/05
2005-097	11 r. 1, 12	\$336,851.70	09/06/05
2005-098	6 r. 3, 9	\$1,014,054.30	09/06/05
2005-126	16 r. 1	\$455,972.00	11/01/05
2005-148	34 r. 3	\$629,562.35	12/06/05
2006-025	46 r. 1	\$305,457.15	03/07/06
2006-034	50 r. 1	\$189,280.00	03/21/06
2006-060	63 r. 1	\$474,626.25	06/06/06
2006-079	69 r. 1, 77 r. 1	\$190,144.73	06/20/06
2006-096	80	\$122,942.53	07/05/06
2006-135	86 r. 2, 92	\$227,022.64	09/19/06

Contract Modification Number(s): 93 r. 2, 95, 98, 101

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 93

Splicing Force Account	\$26,019.32
Total	<u>\$26,019.32</u>

CM 93 Offset Information

DB Cable in Conduit, 1/C #6 (Special)	-16,375.000 Ft @ \$1.94/Ft	<u>(\$31,767.50)</u>
Total		<u>(\$31,767.50)</u>

Net Revised CM 93 Request	<u>(\$5,748.18)</u>
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CM 95

Conduit Schedule 40, 3 inch (Special)	265.000 Ft @ \$25.20/Ft	\$6,678.00
DB Cable in Conduit, 600V, 1/C #4	442.000 Ft @ \$3.71/Ft	1,639.82
DB Cable in Conduit, 600V, 1/C #4 Mark up	4,892.000 Ft @ \$0.19/Ft	929.48
Luminare Rem and Salvage, Mark up	79.000 Ea @ \$4.80/Ea	<u>379.20</u>
Total		<u>\$9,626.50</u>

CM 98

Fascia Forming Special	\$16,872.23
Total	<u>\$16,872.23</u>

* Denotes a non-standard contract/amendment

CM 101

S11 Removal of Existing Bearing Pads	\$7,615.65
Anchor Plate Replacement	769.10
Shims at S16 Pier 1	1,651.69
Parapet Saw Cutting	407.11
Total	<u>\$10,443.55</u>

Grand Total**\$62,961.60**

Total Offsets This Request	(\$31,767.50)
Net Revised Request	<u>\$31,194.10</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 93**

The existing freeway lighting on M-39 is fed from cables at the M-39 and I-96 interchange. The existing lighting foundations at the interchange were deteriorated and replaced as part of an earlier contract modification. The respective hand holes and cable were left in place, as their condition was deemed acceptable. Therefore, the contractor was directed to splice the existing cables in lieu of the planned replacement of cables that fed the M-39 freeway lighting system. The extra cost for Splicing Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. The extra cost is completely offset by a \$31,767.50 reduction in the extra item DB Cable in Conduit, 1/C #6 (Special).

CM 95

The extra work items Conduit Schedule 40, 3 inch (Special) and DB Cable in Conduit, 600V, 1/C #4 were established on a previous contract modification. These increases will adjust the previously authorized quantities to the current as-constructed quantities. The original reason for this work is described below.

The existing light standard foundations on the bridge railings at the M-39 and I-96 interchange were in a severely deteriorated condition. This was discovered when the interchange was intermittently closed during the 2005 construction season for bridge rehabilitation work. Rehabilitation work to address the condition of the existing light standard foundations was inadvertently omitted during the design phase. The contractor was directed to remove the light standards that were mounted on the bridge railings and install a tower lighting system. This work was necessary for the safety of the motoring public to prevent concrete debris from falling onto the roadway and to reduce future maintenance issues. This extra work required supplemental FHWA concurrence for federal funding participation, which has been received.

The extra work items DB Cable in Conduit, 600V, 1/C #4 Mark Up and Luminare Rem and Salvage, Mark Up were established on a previous contract modification and are directly related to the issues described above. The prime contractor's markup was inadvertently omitted from the previous values. These extra items will compensate the contractor for the markup that is allowed per Subsection 109.07.G of the 2003 Standard Specifications for Construction. The extra cost for DB Cable in Conduit, 600V, 1/C #4 Mark Up and Luminare Rem and Salvage, Mark Up is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 98

An existing utility line conflicted with the proposed bridge rehabilitation work. This line was not shown on the plans and was discovered during construction operations. The private utility was going to jack and bore a new line, but MDOT needed a more timely relocation. Therefore, MDOT directed the contractor to relocate the fiber optic cable to the bridge fascia beam during rehabilitation work. This relocation resulted in no delay to the project and this was a critical factor as the project involved \$1,500,000 in early completion incentive. The fascia jacks for the rehabilitation work had to be reconfigured to allow placement and removal from the fascia beam. The extra item Fascia Forming Special will compensate the contractor for reconfiguring the fascia jacks. The extra cost for Fascia Forming Special is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 101

One pier cap on a project bridge was removed and replaced in accordance with the project plans. In addition, the existing bearing pads were also to be removed and replaced; however, the pads adhered to the beam sole plate and could not be removed with normal effort. The contractor was directed to use significant effort to remove the bearing pads, which included the use of jackhammers and sand blasting equipment. The extra cost for S11 Removal of Existing Bearing Pads is based on force account records per Section 109.07 of the 2003 Standard Specifications.

Six of the existing anchor plates at three project bridges were severely deteriorated. This was discovered during bridge rehabilitation operations. Rehabilitation work on the anchor plates was omitted from the project plans, but was necessary to complete the proposed work. The contractor was directed to remove and replace the deteriorated anchor plates. The extra cost for Anchor Plate Replacement is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The proposed pier cap at one project bridge was constructed in accordance with the project plans; however, the beams did not set flush on the proposed pier cap when the temporary supports were removed. The contractor was directed to place shims under the sole plates at the pier cap. It was determined that the alignment issue was due to field staking by project staff. The extra cost for Shims at S16 Pier 1 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The existing traffic signal poles at one bridge structure were removed in accordance with the project plans; however, the proposed traffic signal pole base plates would not fit in the existing parapet openings. The contractor was directed to saw cut and remove the parapet sections to fit the proposed base plates. The extra cost for Parapet Saw Cutting is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48204, 48223, 48227, 48238.

180. **Extra 2006 - 154**

Control Section/Job Number: 82081-47066 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Angelo Iafrate Construction Company
26300 Sherwood
Warren, MI 48091

Designed By: Alfred Benesch & Company
Engineer's Estimate: \$21,569,459.54

Description of Project:

2.48 miles of hot mix asphalt reconstruction, concrete curb and gutter, storm sewer and water main, concrete barrier, guardrail, signals and signing on M-153 (Ford Road) from Mercury Drive easterly to US-12 (Michigan Avenue) and superstructure replacement and partial abutment and pier replacement on M-153 (Ford Road) under Greenfield Road, in the cities of Dearborn and Detroit, Wayne County.

Administrative Board Approval Date:	June 6, 2006	
Contract Date:	June 7, 2006	
Original Contract Amount:	\$23,059,791.25	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>725,520.00</u>	<u>+ 3.15%</u>
Revised Total	<u>\$23,785,311.25</u>	+ 3.15%

Offset Information

Total Offsets This Request	(\$592,020.00)	- 2.57%
Net Revised Request	\$133,500.00	+ 0.58%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$23,059,791.25.

Approval of this extra will place the authorized status of the contract 3.15% or \$725,520.00 over the **Original Contract Amount**.

* Denotes a non-standard contract/amendment

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1, 3

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Maintenance Gravel, LM	7,500.000 Cyd @ \$17.80/Cyd	<u>\$133,500.00</u>
Total		<u>\$133,500.00</u>

CM 3

Open-Graded Dr Cse, 19", Modified	58,500.000 Syd @ \$10.12/Syd	<u>\$592,020.00</u>
Total		<u>\$592,020.00</u>

CM 3 Offset Information

Open-Graded Dr Cse, 6 inch, Modified	-58,500.000 Syd @ \$4.35/Syd	(\$254,475.00)
Excavation, Earth	-8,190.000 Cyd @ \$5.50/Cyd	(45,045.00)
Subbase, CIP	-29,250.000 Cyd @ \$10.00/Cyd	<u>(292,500.00)</u>
Total		(\$592,020.00)

Net Revised CM 3 Request	<u>\$0.00</u>
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Total	<u>\$725,520.00</u>
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Total Offsets This Request	(\$592,020.00)
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Net Revised Request	<u>\$133,500.00</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 1

Maintenance gravel was necessary on M-153 between Mercury Drive and Michigan Avenue for all side streets and driveway approaches. The gravel was necessary to maintain reasonable access for pedestrians and the traveling public to all local businesses and intersecting streets. The extra item Maintenance Gravel, LM will establish a budgeted item for this work. Final payment will be based on field tickets. The extra cost for Maintenance Gravel, LM was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

CM 3

The contractor submitted a request to change the proposed pavement base section from 18 inch subbase and 6 inch open graded drainage course to 19 inch open graded drainage course for Stage A construction. This change in pavement section will provide a stronger pavement and will expedite completion of project work this construction season. The region soils engineer and the statewide pavement engineer were consulted about this change and concurred with the request. The extra cost for Open-Graded Dr Cse, 19", Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on the project. The extra cost is completely offset by a \$592,020 reduction in the original items listed above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

* Denotes a non-standard contract/amendment

These Extras were recommended for approval by the State Transportation Commission at its October 26, 2006, meeting, and are now recommended for approval by the State Administrative Board on November 8, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.83%; State Restricted Trunkline, 15.20%; City of Dearborn, 2.97%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48126.

181. **Extra 2006 - 155**

Control Section/Job Number:	82124-60077	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras and also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	MDOT	
Engineer's Estimate:	\$16,032, 653.84	
Description of Project:	0.47 miles of reconstruction of existing freeway mainline pavement, shoulders, construction of a new service drive, deck replacement, pin and hanger replacement, beam end repair, and substructure repair on I-96 under Michigan Avenue, construction of a bridge for Canadian Pacific Railroad over the west service drive of I-75 and I-96, and construction of retaining walls along the service drive in the city of Detroit, Wayne County.	
Administrative Board Approval Date:	April 19, 2005	
Contract Date:	April 21, 2005	
Original Contract Amount:	\$16,797,959.91	
Total of Overruns/Changes (Approved to Date):	572,690.23	+ 3.41%
Total of Extras/Adjustments (Approved to Date):	920,099.95	+ 5.48%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>154,952.08</u>	<u>+ 0.92%</u>
Revised Total	<u>\$18,445,702.17</u>	+ 9.81%

* Denotes a non-standard contract/amendment

Offset Information

Total Offsets This Request	(123,031.69)	- 0.73%
Net Revised Request	\$31,920.39	+ 0.19%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.89% over the original budget for an **Authorized to Date Amount** of \$18,290,750.09.

Approval of this extra will place the authorized status of the contract 9.81% or \$1,647,742.26 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-71	25	\$557,070.00	06/06/06

Contract Modification Number(s): 35 r. 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 35

Conc Pavt, Misc, Reinf, 12 ½ inch High Performance	2,137.27 Syd @ \$72.50/Syd	<u>\$154,952.08</u>
Total		<u>\$154,952.08</u>

CM 35 Offset Information

Conc Pavt, Misc, Nonreinf, 12 ½ inch, High Performance	-638.360 Syd @ \$47.65/Syd	(\$30,417.85)
Conc Pavt, Misc, Reinf, 10 inch, High Performance	-1,365.580 Syd @ \$62.25/Syd	(85,007.36)
Conc Pavt, Reinf, 12 ½ inch, High Performance	-133.330 Syd @ \$57.05/Syd	<u>(7,606.48)</u>
Total		(\$123,031.69)

Net Revised CM 35 Request **\$31,920.39**

Reason(s) for Extra(s)/Adjustment(s):

The contractor was required to pave the roadway in six foot widths. The project plans depicted the placement of a full lane without any obstructions. An existing railroad bridge overpass and the temporary concrete barrier required to maintain traffic limited the physical space available to the contractor. The extra item Conc Pavt, Misc, Reinf, 12 ½ inch High Performance was established to compensate the contractor for additional labor and equipment costs, plus inefficiencies experienced during paving operations. The extra item will be paid in lieu of the original bid items for this work.

The extra cost for Conc Pavt, Misc, Reinf, 12 ½ inch High Performance was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index and work in the region. This extra work is partially offset by a \$123,031.69 reduction in the original bid items described above.

* Denotes a non-standard contract/amendment

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 17.79%; City of Detroit, 2.21%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48216.

182. **Extra 2006 - 156**

Control Section/Job Number:	09408-81640	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras and also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Rohde Brothers Excavating, Inc. 1240 North Outer Drive Saginaw, MI 48601	
Designed By:	Rowe, Inc.	
Engineer's Estimate:	\$1,736,560.40	
Description of Project:	0.44 miles of pavement reconstruction, sewer upgrades and 1.50 miles of pavement markings on North Henry Street from Vermont Street to Wilder Road, in the city of Bay City, Bay County.	
Administrative Board Approval Date:	May 2, 2006	
Contract Date:	June 9, 2006	
Original Contract Amount:	\$1,363,122.00	
Total of Overruns/Changes (Approved to Date):	6,918.20	+ 0.51%
Total of Extras/Adjustments (Approved to Date):	44,346.00	+ 3.25%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>261,160.35</u>	<u>+ 19.16%</u>
Revised Total	<u>\$1,675,546.55</u>	+ 22.92%

* Denotes a non-standard contract/amendment

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.76% over the original budget for an **Authorized to Date Amount** of \$1,414,386.20.

Approval of this extra will place the authorized status of the contract 22.92% or \$312,424.55 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Sanitary Sewer Lead, 6 inch, PVC SDR 26, Modified	3,168.000 Ft @ \$32.00/Ft	\$101,376.00
Sewer Tap, 6 inch, Modified	96.000 Ea @ \$700.00/Ea	67,200.00
Clean Out Assembly, 6 inch, PVC SDR 26, Modified	96.000 Ea @ \$380.00/Ea	36,480.00
Cleanout Frame & Cover, Ejw 1565, Modified	96.000 Ea @ \$135.00/Ea	12,960.00
Cap & Abandon Existing Sewer Service Lead At Main, Modified	40.000 Ea @ \$1,062.00/Ea	42,480.00
Remove Special Pavement Markings	309.000 Sft @ \$2.15/Sft	664.35
Total		<u>\$261,160.35</u>

Reason(s) for Extra(s)/Adjustment(s):

During installation of the planned water main, 80 to 90 percent of the existing sanitary service leads were determined to be in extremely poor condition. The project engineer determined that the best course of action would be to replace all of the existing sanitary service leads to prevent failures in the roadway. Furthermore, the existing sanitary sewer main was located in the center of the project roadway and replacement of the existing service leads would have led to 96 concrete repairs in the roadway. It was decided to reconstruct the roadway in lieu of the as planned mill and resurface, as there was an existing 18 foot wide concrete base course in the roadway. All of the extra pay items for this work are 100 percent funded by the local agency.

The extra costs for Sanitary Sewer Lead, 6 inch, PVC SDR 26, Modified; Sewer Tap, 6 inch, Modified; Clean Out Assembly, 6 inch, PVC SDR 26, Modified; Cleanout Frame & Cover, Ejw 1565, Modified; and Cap & Abandon Existing Sewer Service Lead At Main, Modified were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work at the local agency and MDOT's Average Unit Price Index.

Existing pavement markings were in conflict with the proposed traffic control and the final pavement markings. A pay item to remove these markings was inadvertently omitted from the original bid items. The contractor was directed to remove these pavement markings. The extra cost for Remove Special Pavement Markings was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work at the local agency and MDOT's Average Unit Price Index.

* Denotes a non-standard contract/amendment

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on November 8, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; City of Bay City, 20% (see above for specific pay item funding).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48706.

183. **Extra 2006 - 157**

Control Section/Job Number:	17033-86783	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Icarus Industrial Painting & Contracting 415 Westchester Lane Valparaiso, IN 46385	
Designed By:	MDOT	
Engineer's Estimate:	\$578,405.64	
Description of Project:		
Complete painting of 2 structures on I-75 northbound and southbound under Old US-2 and 6 Mile Road, Chippewa County. This project includes a 2-year bridge painting warranty.		
Administrative Board Approval Date:	June 20, 2006	
Contract Date:	July 6, 2006	
Original Contract Amount:	\$548,534.26	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>51,000.00</u>	<u>+ 9.30%</u>
Revised Total	\$599,534.26	+ 9.30%

* Denotes a non-standard contract/amendment

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$548,534.26.

Approval of this extra will place the authorized status of the contract 9.30% or \$51,000.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Remobilization	1.000 LS @ \$2,000.00/LS	\$2,000.00
Conc Surface Coating (S04 of 17033)	1.000 LS @ \$25,000.00/LS	25,000.00
Conc Surface Coating (S02 of 17034)	1.000 LS @ \$24,000.00/LS	<u>24,000.00</u>
Total		<u>\$51,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 1

The contractor was directed to seal the existing concrete surfaces per the Special Provision for Concrete Surface Coatings. This work was not included in the original bid items, was directed after completion of the original contract work, and was completed to enhance the service life of the two project bridges. The contractor had to remobilize his traffic control equipment and personnel. The extra work item Remobilization will compensate the contractor for mobilization, establishment, and removal of the required traffic control. The extra items Conc Surface Coating (S04 of 17033) and Conc Surface Coating (S02 of 17034) will compensate the contractor for the actual concrete sealing work completed on each bridge. The extra cost for Remobilization, Conc Surface Coating (S04 of 17033), and Conc Surface Coating (S02 of 17034) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49724.

* Denotes a non-standard contract/amendment

184. **Extra 2006 - 158**

Control Section/Job Number: 82051-48539 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: E. C. Korneffel Co.
2691 Veterans Parkway
Trenton, MI 48183

Designed By: Parsons Brinckerhoff Michigan, Inc.
Engineer's Estimate: \$871,660.33

Description of Project:

Superstructure replacement and approach work on US-24, over Silver Creek in the city of Flat Rock, Monroe County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	January 19, 2006	
Original Contract Amount:	\$774,880.74	
Total of Overruns/Changes (Approved to Date):	(2,990.00)	- 0.39%
Total of Extras/Adjustments (Approved to Date):	80,940.00	+ 10.45%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>5,730.00</u>	<u>+ 0.74%</u>
Revised Total	<u>\$858,560.74</u>	+ 10.80%

Offset Information

Total Offsets This Request	(\$8,050.00)	- 1.04%
Net Revised Request	(\$2,320.00)	- 0.30%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.06% over the original budget for an **Authorized to Date Amount** of \$852,830.74.

Approval of this extra will place the authorized status of the contract 10.80% or \$83,680.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-138	3 r. 1	\$40,940.00	10/03/06

* Denotes a non-standard contract/amendment

Contract Modification Number(s): 4 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4

Ditch Cleanout	1.500 Sta @ \$860.00/Sta	\$1,290.00
Pavt Mrkg, Type NR, Paint, 4", White T	3,000.000 Ft @ \$0.48/Ft	1,440.00
Pavt Mrkg, Type NR, Paint, 4", Yellow	4,000.000 Ft @ \$0.48/Ft	1,920.00
Trench Undercut and Backfill	27.000 Cyd @ \$40.00/Cyd	<u>1,080.00</u>
Total		<u>\$5,730.00</u>

CM 4 Offset Information

Pavt Mrkg, Type R, 4 inch, White, Temp	-3,000.000 Ft @ \$1.15/Ft	(\$3,450.00)
Pavt Mrkg, Type R, 4 inch, Yellow, Temp	-4,000.000 Ft @ \$1.15/Ft	<u>(4,600.00)</u>
Total		<u>(\$8,050.00)</u>

Net Revised CM 4 Request (\$2,320.00)

Reason(s) for Extra(s)/Adjustment(s):

CM 4

The existing ditch has been prone to clog due to the substantial amount of underbrush. Therefore, the contractor was directed to clean out the ditch in the severely vegetated section. The extra cost for Ditch Cleanout was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on the project and in the region.

The contractor was directed to place non-removable pavement markings to facilitate and maintain traffic control. The non-removable markings were used in lieu of the as planned removable pavement markings on sections of roadway that were to be removed or paved over with asphalt. The extra cost for Pavt Mrkg, Type NR, Paint, 4", White T and Pavt Mrkg, Type NR, Paint, 4", Yellow was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantity work in MDOT's Average Unit Price Index. This work is completely offset by an \$8,050 reduction in the original bid items listed above.

A 48 inch sewer run was constructed to temporarily divert the flow of the Silver Creek around the construction staging area for the proposed box culvert under Telegraph Road. Water was encountered during placement of the 48 inch diversion sewer. The contractor was directed to undercut and backfill the trench per Section 402.03 of the 2003 Standard Specifications for Construction. The extra cost for Trench Undercut and Backfill was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantity work in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on November 8, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and

* Denotes a non-standard contract/amendment

regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48134.

185. **Extra 2006 - 159**

Control Section/Job Number:	82073-80012	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Ajax Paving Industries, Inc. 830 Kirts Blvd., Suite 100 Troy, MI 48084	
Designed By:	Rowe, Inc.	
Engineer's Estimate:	\$867,392.33	

Description of Project:

1.17 miles of hot mix asphalt cold milling and resurfacing, concrete pavement removal and hot mix asphalt construction, pavement repairs, concrete curb and gutter replacement, drainage structure adjustments and pavement markings on M-85 (Fort Street) from north of Schaefer Highway to Oakwood Boulevard in the city of Detroit, Wayne County.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	October 18, 2004	
Original Contract Amount:	\$914,698.65	
Total of Overruns/Changes (Approved to Date):	(138,282.75)	- 15.12%
Total of Extras/Adjustments (Approved to Date):	37,513.28	+ 4.10%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>90,726.65</u>	<u>+ 9.92%</u>
Revised Total	<u>\$904,655.83</u>	- 1.10%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.02% under the original budget for an **Authorized to Date Amount** of \$813,929.18.

Approval of this extra will place the authorized status of the contract 1.10% or \$10,042.82 under the **Original Contract Amount**.

* Denotes a non-standard contract/amendment

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

HMA, 3C	2,592.190 Ton @ \$35.00/Ton	<u>\$90,726.65</u>
Total		<u>\$90,726.65</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor was allowed to utilize a different asphalt mixture for both the leveling and the wearing course. This change was allowed as it provided a credit to the project. It was decided that the new asphalt material would maintain the original project intent as the planned asphalt surface, but at a lower cost. The extra cost for HMA, 3C was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. This extra work was completely offset by a \$112,908.27 previous reduction in the original bid items HMA, 4E10 and HMA, 5E10.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 26, 2006, meeting, and is recommended for approval by the State Administrative Board on November 8, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48217.

186. **Extra 2006 - 160**

Control Section/Job Number:	77111-45758	MDOT Project
State Administrative Board -	This project has an extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc.	
Designed By:	Wilcox Professional Services, LLC	
Engineer's Estimate:	\$29,799,953.04	

* Denotes a non-standard contract/amendment

Description of Project:

1.76 miles of road reconstruction and tree replacement on I-94BL from east of Pickford Road to Range Road, on I-94 from south of I-94BL (Gratiot Avenue) to Smiths Creek Road, 3.72 miles of concrete overlay on I-94 from Smiths Creek to south of Grand Trunk Western Railroad bridge, 2 structure replacements on I-94 over I-94BL (Gratiot Avenue), and structure rehabilitation on I-94 under Ravenswood Road, St. Clair County.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	April 10, 2006	
Original Contract Amount:	\$26,063,988.24	
Total of Overruns/Changes (Approved to Date):	206,016.86	+ 0.79%
Total of Extras/Adjustments (Approved to Date):	162,075.00	+ 0.62%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>128,800.00</u>	<u>+ 0.49%</u>
Revised Total	<u>\$26,560,880.10</u>	+ 1.90%

Offset Information

Total Offsets This Request	(\$88,320.00)	- 0.34%
Net Revised Request	\$40,480.00	+ 0.16%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.41% over the original budget for an **Authorized to Date Amount** of \$26,432,080.10.

Approval of this extra will place the authorized status of the contract 1.90% or \$496,891.86 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Subgrade Underdrain Open Graded 6 inch	23,000.00 Ft @ \$5.60/Ft	<u>\$128,800.00</u>
Total		<u>\$128,800.00</u>

CM 4 Offset Information

Underdrain, Open-Graded, 6" Modified	-23,000.00 Ft @ \$3.84/Ft	<u>(\$88,320.00)</u>
Total		<u>(\$88,320.00)</u>

Net Revised CM 4 Request	<u>\$40,480.00</u>
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Reason(s) for Extra(s)/Adjustment(s):

A significant portion of the eastbound I-94 road section was undercut 12 inches. During construction operations the underdrain detail was changed by the engineer and the underdrain was placed on the outside edge of the clay grade at the bottom of the 12 inch undercut. This depth revision caused an installation method change from the tile machine and gravity bin backfill device to necessitating a bull dozer and the use of a front end loader to properly backfill the underdrain pipe. A new cost for this work was negotiated with the contractor. The extra cost for Subgrade Underdrain Open Graded 6 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on the project and MDOT's Average Unit Price Index. This extra is partially offset by an \$88,320 reduction in the original bid item listed above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48040.

187. Extra 2006 - 161

Control Section/Job Number:	82062-59881	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Orchard, Hiltz & McCliment, Inc.	
Engineer's Estimate:	\$17,801,817.81	
Description of Project:	3.3 kilometers of road reconstruction (7 lanes), water main replacement, storm sewer replacement, street lighting, duct replacement, and traffic signal replacement on US-12 from I-94 to Livernois Avenue in the cities of Detroit and Dearborn, Wayne County.	

Administrative Board Approval Date:	July 06, 2004	
Contract Date:	August 04, 2004	
Original Contract Amount:	\$17,184,777.59	
Total of Overruns/Changes (Approved to Date):	617,659.24	+ 3.59%
Total of Extras/Adjustments (Approved to Date):	3,384,343.42	+ 19.69%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>19,660.65</u>	<u>+ 0.11%</u>
Revised Total	<u>\$21,206,440.90</u>	+ 23.39%

Offset Information

Total Offsets This Request	(\$4,387.50)	- 0.03%
Net Revised Request	\$15,273.15	+ 0.09%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.28% over the original budget for an **Authorized to Date Amount** of \$21,186,780.25.

Approval of this extra will place the authorized status of the contract 23.39% or \$4,021,663.31 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-111	14 r. 1	\$416,797.42	10/04/05
2005-122	22 r. 1	\$370,000.00	11/01/05
2005-143	24, 25 r. 1	\$1,816,436.12	12/06/05
2006-007	28	\$327,467.00	02/07/06
2006-042	26	\$9,897.70	04/04/06
2006-053	31, 33	\$162,586.00	05/02/06
2006-070	34, 35	\$170,690.01	06/06/06
2003-113	36	\$17,639.45	09/05/06

Contract Modification Number(s): 37

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Extra-Damaged Lights Class II Replacements	500.000 Ea @ \$15.00/Ea	7,500.00
PLD Structure, Rem	7.000 Ea @ \$250.00/Ea	1,750.00
Mh, Electric, Tap	1.000 Ea @ \$318.00/Ea	318.00
Bit Surface, Rem	2,783.000 m2 @ \$2.05/m2	5,705.15
High Performance Biaxial Geogrid	650.000 m2 @ \$6.75/m2	4,387.50
Total		<u>\$19,660.65</u>

CM 37 Offset Information

High Performance Biaxial Geogrid	-650.000 m2 @ \$6.75/m2	<u>(\$4,387.50)</u>
Total		<u>(\$4,387.50)</u>

Net Revised CM 37 Request \$15,273.15

* Denotes a non-standard contract/amendment

Reason(s) for Extra(s)/Adjustment(s):

The following extra work items were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

Section 812.04 of the 1996 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to and does not exceed \$15 per light. The lights, on plastic drums and type III barricades, are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Extra-Damaged Lights Class II Replacements, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

Existing Detroit Public Lighting Department structures were in conflict with the proposed water main and storm sewers. The contractor was directed to remove these structures. The extra cost for PLD Structure, Rem was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on the project and in MDOT's Average Unit Price Index.

The contractor was directed to replace the existing communication conduit runs that were removed during construction operations at Gilbert Street and Central Street. These communication runs were previously removed as they conflicted with the proposed construction work and did not conform to the current traffic signal standards. These conduit runs extended from the new electric manholes to the existing wood power poles. Manhole taps were necessary to properly connect the communication runs to the new manholes. The local utility will install new communication cables in the new conduits after the project is complete. The extra cost for Mh, Electric, Tap was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar bid items.

The contractor was directed to open all traffic lanes for the 2005-2006 winter season. This included placing temporary asphalt pavement between the existing pavement and the new pavement that was placed as part of stage 1. In March 2006, the contractor was directed to remove the previously placed temporary asphalt to begin stage 2 work. The extra cost for Bit Surface, Rem was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The following item is newly established on this contract modification.

An existing high pressure gas main at station 4+220 prevented the full pavement section from being placed. The gas main was allowed to remain in place and the contractor was directed to place biaxial geogrid in this area to compensate for the section of roadway subbase that was not placed. The extra cost for High Performance Biaxial Geogrid was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on region projects. This extra was previously established, but did not bill the work to the private and public utility which caused the work to be necessary. This extra will change the funding categories to the local utilities. The extra cost is partially offset by a \$4,387.50 reduction in the previously established extra work item High Performance Biaxial Geogrid.

* Denotes a non-standard contract/amendment

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on November 8, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 16.21%; City of Detroit 1.94%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48226.

188. **Extra 2006 - 162**

Control Section/Job Number:	82102-84711	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	C.A. Hull Co., Inc. 8177 Goldie Rd. Walled Lake, MI 48390	
Designed By:	Bergmann Associates, Inc./MDOT	
Engineer's Estimate:	\$950,599.24	
Description of Project:		
Bridge rehabilitation including deck patching, deck joint replacement, pin and hanger replacement, beam paint, substructure repair, approach work, signing work, soil erosion, and sedimentation control work on M-14 over North Territorial Road and over Ridge Road, Wayne County.		
Administrative Board Approval Date:	March 21, 2006	
Contract Date:	April 12, 2006	
Original Contract Amount:	\$746,433.31	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	45,586.15	+ 6.11%
Total of Negative Adjustments (Approved to Date):	(21,905.00)	- 2.93%
THIS REQUEST	<u>18,461.79</u>	<u>+ 2.47%</u>
Revised Total	\$788,576.25	+ 5.65%

* Denotes a non-standard contract/amendment

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.18% over the original budget for an **Authorized to Date Amount** of \$770,114.46.

Approval of this extra will place the authorized status of the contract 5.65% or \$42,142.94 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

HMA, 4C, 2", Level	25.000 Ton @ \$183.75/Ton	\$4,593.75
HMA, 4C, 2", Wear	25.000 Ton @ \$152.25/Ton	3,806.25
Excavation, Earth	13.000 Cyd @ \$53.03/Cyd	689.39
HMA Surface, Rem	230.000 Syd @ \$13.13/Syd	3,019.90
HMA, 3C	55.000 Ton @ \$115.50/Ton	6,352.50
Total		<u>\$18,461.79</u>

Reason(s) for Extra(s)/Adjustment(s):

The project plans did not depict maintaining traffic on the existing roadway shoulders, which were in poor condition. Due to the complete closure of two adjacent bridges and a neighborhood adjacent to this project being cut off from emergency services, it was decided to construct this project part width and maintain traffic on the shoulders. Therefore, the contractor was directed to reconstruct the shoulders to properly maintain traffic and provide a safe surface for traffic. The extra cost for HMA, 4C, 2", Level; HMA, 4C, 2", Wear; Excavation, Earth; HMA Surface, Rem; and HMA, 3C was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work in the region and MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

* Denotes a non-standard contract/amendment

189. **Extra 2006 - 163**

Control Section/Job Number: 82062-47064A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Orchard, Hiltz & McCliment, Inc.
Engineer's Estimate: \$10,795,560.81

Description of Project:

3.1 kilometers of road reconstruction, water main and storm sewer replacement, streetscape improvements, traffic signal upgrading, and deck patching and joint replacement on bridge structure (S33) on US-12 (Michigan Avenue) from Firestone to I-94 in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	May 20, 2003	
Contract Date:	June 25, 2003	
Original Contract Amount:	\$10,027,126.66	
Total of Overruns/Changes (Approved to Date):	115,842.65	+ 1.16%
Total of Extras/Adjustments (Approved to Date):	1,347,794.95	+ 13.44%
Total of Negative Adjustments (Approved to Date):	(117,847.89)	- 1.18%
THIS REQUEST	<u>\$10,402.83</u>	+ 0.10%
Revised Total	<u>\$11,383,319.20</u>	+ 13.52%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.42% over the original budget for an **Authorized to Date Amount** of \$11,372,916.37.

Approval of this extra will place the authorized status of the contract 13.52% or \$1,356,192.54 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-043	20 r. 1	\$286,478.68	07/06/04
2004-072	22 r. 3, 24 r. 3, 25 r. 3	\$238,935.24	11/02/04
2005-079	26 r. 3, 29 r. 2, 30 r. 2, 31 r. 2, 32 r. 1, 33 r. 2, 35 r. 3	\$141,091.47	07/05/05
2005-104	36 r. 2, 39, 40	\$53,246.20	09/06/05
2005-138	41 r. 1	\$24,385.74	12/06/05
2006-041	44 r. 1	\$81,251.82	04/04/06
2006-106	47	\$130,098.79	08/01/06

* Denotes a non-standard contract/amendment

Contract Modification Number(s): 49

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Barricade, Wrng Light, Type C, Replacement	109.000 Ea @ \$15.00/Ea	\$1,635.00
Non Hazard Contam Material Disposal Fee	195.770 m3 @ \$0.18/m3	35.24
Sidewalk, Conc, 300mm	2.200 m @ \$37.00/m	81.40
Ornamental Fence, 1.2 m	2.200 m @ \$420.50/m	925.10
Gate Valve, 400 mm	1.000 Ea @ \$7,726.09/Ea	7,726.09
Total		<u>\$10,402.83</u>

Reason(s) for Extra(s)/Adjustment(s):

All extra work items were established on previous contract modifications. These increases will adjust the previously authorized quantities to the final as-constructed quantities.

Section 812.04 of the 1996 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. Lights on plastic drums and barricades are used to direct and control traffic in the work zone and are sometimes damaged by passing motorists. The extra work item Barricade, Wrng Light, Type C, Replacement will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

The extra disposal fee for the contaminated material is associated with the State of Michigan's recently enacted program fee and Senate Bill 561, in regards to solid waste disposal. The program fee took effect October 1, 2003, and adds an additional dump fee of \$0.09 per cubic meter. The Wayne County Department of Environmental Quality has added an additional fee of \$0.07 per cubic meter in addition to the state fee. There is an allowed 15 percent markup on material for a total cost of \$0.18 per cubic meter. These additional changes have been discussed with and confirmed by MDOT's Environmental Quality Specialist in the Construction and Technology Division. The extra cost for Non Hazard Contam Material Disposal Fee is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The contractor was directed to place ornamental fence on the streetscape portion of the project and thicken the concrete sidewalk. The ornamental fence replaced an existing fence that had concrete posts removed due to conflicts with the proposed work. The additional depth concrete sidewalk was used to properly anchor the new fence posts. All of this extra work is 100 percent funded by the local agency. The extra cost for Ornamental Fence, 1.2 m and Sidewalk, Conc, 300mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work on the project.

The project plans depict the placement of 600 mm gate valves housed by 1.8 meter gate wells. It was discovered after award that the 600 mm gate valves are too large to be housed in a 1.8 m gate well. Therefore, the contractor was directed to place 400 mm gate valves. Fifty percent of this extra work is funded with local agency funds. The extra cost for Gate Valve, 400 mm was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project work. This work was partially offset by an \$81,000 previous reduction in the original bid item Gate Valve, 600 mm.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on November 8, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15% (see above for specific pay item funding).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48126.

190. **Extra 2006 - 164**

Control Section/Job Number:	82122-45705A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Wade-Trim/Associates, Inc.	
Engineer's Estimate:	\$58,798,591.39	
Description of Project:		
4.94 miles of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the city of Detroit, Redford Township, Wayne County.		
Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	2,652,356.71	+ 4.45%
Total of Extras/Adjustments (Approved to Date):	5,832,186.20	+ 9.79%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>2,267.20</u>	<u>+ 0.00%</u>
Revised Total	\$68,066,900.96	+ 14.24%

* Denotes a non-standard contract/amendment

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.24% over the original budget for an **Authorized to Date Amount** of \$68,064,633.76.

Approval of this extra will place the authorized status of the contract 14.24% or \$8,486,810.11 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-055	11 r. 1, 12 r. 1, 17 r. 3	\$458,943.85	08/03/04
2004-090	42 r. 2, 56 r. 4	\$1,828,241.86	12/07/04
2005-028	55 r. 2, 57 r. 1, 60 r. 1, 63, 65, 66, 67, 72 r. 1, 74	\$1,921,668.55	03/01/05
2005-034	73 r. 2, 77, 78	\$31,194.08	04/05/05
2005-048	80	\$10,000.00	04/19/05
2005-086	75, 79, 87, 88 r. 1	\$82,393.90	08/02/05
2005-125	52 r 1, 93, 96,97, 102	\$61,218.03	11/01/05
2005-145	100	\$11,579.81	12/06/05
2006-015	58 r. 1, 105, 106	\$499,246.46	02/07/06
2006-023	104 r. 1, 109	\$137,364.31	03/07/06
2006-061	111	\$4,107.60	04/03/06
2006-089	110, 112, 115	\$215,799.06	07/05/06

Contract Modification Number(s): 142

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Bolt, Adhesive Anchored, 1½ inch	40.000 Ea @ \$56.68/Ea	<u>\$2,267.20</u>
Total		<u>\$2,267.20</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor was directed to make field repairs on abutment A per the project plans. Anchor bolts that were in conflict with the proposed work had to be removed and replaced. Therefore, the contractor was directed to adhesive-anchor new anchor bolts. The extra cost for Bolt, Adhesive Anchored, 1½ inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 26, 2006, meeting, and is now recommended for approval by the State Administrative Board on November 8, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%.

* Denotes a non-standard contract/amendment

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48223.

OVERRUN

191. **Overrun 2006 – 37**

Control Section/Job Number: 11015-78746 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Icarus Industrial Painting & Contracting
415 Westchester Lane
Valparaiso, IN 46385

Designed By: MDOT
 Engineer's Estimate: \$1,947,789.94

Description of Project:

Joint replacement, pin and hanger replacement, painting, and structural steel repair on six structures, on I-196, I-94, and Jean Klock Road, in the city of Benton Harbor, Lincoln and Hagar Townships, Berrien County.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	April 13, 2005	
Original Contract Amount:	\$1,712,799.80	
Total of Overruns/Changes (Approved to Date):	171,279.98	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	134,206.13	+ 7.84%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>53,996.00</u>	+ <u>3.15%</u>
Revised Total	<u>\$2,072,281.91</u>	+ 20.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.84% over the original budget for an **Authorized to Date Amount** of \$2,018,285.91.

Approval of this overrun will place the authorized status of the contract 20.99% or \$359,482.11 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

* Denotes a non-standard contract/amendment

This request allows payment for the following increases to the contract:

Hand Chipping, Deep	169.000 Cft @ \$170.00/Cft	\$28,730.00
Hand Chipping, Other Than Deck	84.220 Syd @ \$300.00/Syd	25,266.00
Total		<u>\$53,996.00</u>

Reason(s) for Overrun(s):

The deterioration of deck concrete on each of the project structures was greater than anticipated during the design phase. The concrete chipping increased after sounding the concrete during construction operations. Existing concrete that was in poor condition was thoroughly removed. The additional work was necessary to repair the bridges per the original intent of the project. This additional concrete removal work caused an overrun in the original bid item Hand Chipping, Deep.

The contractor was directed to remove and repair the concrete on the top of the bridge piers on the I-196 bridges over the CSX railroad. This work was inadvertently omitted during the design phase, but was necessary to properly repair the bridge structures. The tops of the bridge piers were significantly deteriorated and delaminated. Due to the location of the repairs, the in-place traffic control, and the project railroad coordination, it was determined that repair of this concrete would be most appropriate with this contract. This additional concrete removal work caused an overrun in the original bid item Hand Chipping, Other Than Deck.

The work items Hand Chipping, Other Than Deck and Hand Chipping, Deep are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantities.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49127.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 17, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: November 1, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: November 8, 2006 - Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. ***HIGHWAYS - University Services for Integration of Medical Systems**

Contract (2006-0667) between MDOT and the University of Michigan will provide for the integration of the Automated Crash Notification (ACN) and medical response systems to improve emergency medical care after automobile crashes. The contract will be in effect from the date of award through four years. The contract amount will be \$1,500,000. Source of Funds: 80% Federal Highway Administration Funds and 20% University of Michigan Funds.

Purpose/Business Case: To improve emergency medical care after automobile crashes by integrating advanced trauma care systems with new ACN technology developed by the auto industry. The objective is to train law enforcement, emergency medical services, and medical personnel to effectively use crash information being sent by the ACN systems.

Benefit: Will support MDOT's goal of increasing safety and reducing fatalities. This research will support MDOT's Vehicle Infrastructure Integration program and the Statewide Safety Strategic Plan.

Funding Source: 80% Federal Highway Administration Funds (earmarked from Congress) and 20% University of Michigan Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved, MDOT will not be able to improve emergency medical care after automobile crashes by integrating advanced trauma care systems with new ACN technology.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: The University of Michigan Medical Center was specifically identified in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) as a recipient of these funds for this project.

New Project Identification: This is a new project.

Zip Code: 48109.

* Denotes a non-standard contract/amendment

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the item on this agenda.

The approval by the State Administrative Board of this contract does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 17, 2006.

Respectfully submitted,

Kirk T. Steudle
Director